

**Salvage Diary from
1 March – 1942 through 15 November, 1943**



INDUSTRIAL DEPARTMENT WAR DIARY COLLECTION

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I would like to express my thanks to the Arizona Memorial Museum Association for making this project possible, and to the staff of the USS Arizona Memorial for their assistance and guidance. Invaluable assistance was provided by Stan Melman, who contributed most of the ship classifications, and Zack Anderson, who provided technical guidance and Adobe scans.

Most of the Pacific Fleet Salvage that was conducted upon ships impacted by the Japanese attack on Pearl Harbor occurred within the above dates. The entire document will be soon be available through June, 1945 for viewing.

This salvage diary can be searched by any full or partial keyword. The Diaries use an abbreviated series of acronyms, most of which are listed below. Their deciphering is work in progress. If you can provide assistance help “fill in the gaps,” please contact:

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Missing Dates:

1 Dec, 1941-28 Feb, 1942 (entire 3 months)
11 March, 1942
15 Jun – 21 Jun, 1942

11 Aug – 17 Aug, 1942
 31 Aug 1942
 10 Nov – 23 Nov, 1942
 Page #1 of 19 May, 1943
 Page #1 of 25 May, 1943
 Page #1 of 6th July, 1943
 Page #1 of 9th July, 1943
 Page #1 of 14th July, 1943
 25 Jul, 1943
 28 Jul – 31 Jul, 1943
 Page #1 of 5th Aug, 1943

Other Diaries mentioned in Pearl Harbor Navy Yard War Diary:

- (A) Captain of the Yard Diary
- (B) Industrial Department Diary
- (C) Supply Department Diary
- (D) Harbor Defense and Security Officer's Diary

Naval Acronyms and Shorthand encountered in War Diary:

Letter – Number – Letter:	Compartment designation
Fr., Frs.	Frame, Frames
D.D.	Dry Dock
W.T. door / frame / room	Watertight
W.T.D.	Watertight door
W.T.H.	Watertight hatch
C.O.	Commanding Officer
J.O.	Junior Officer
BK, BL, BN, FD, FO, SA, SC, SF, SG, SL, SO	? radars
F.D, S.K., S.C.	Antenna
SA	Radar antenna
D.C., J.G	Coils
I.P, H.P., and L.P.	Turbine (Intermediate, High, or Low Pressure)
A.A.	Anti-Aircraft
V.I.O.	?
Cal.	Caliber
Mm / mm	Millimeter
NAD	Naval Ammunition Depot
Marine Rwy	Marine Railway
NYPH	Navy Yard, Pearl Harbor
CinCPac	Commander-in-Chief, US Pacific Fleet

Comdespac	Commander Destroyer Force Pacific
Comsubpac	Commander Submarine Force Pacific
BuOrd	Bureau of Ordnance
BuShips	Bureau of Ships
CG	Coast Guard
USS	United States Ship
W/T	Weight tons
USAT	US Army Transport
USAIT	US Army Inter-Island Transport
WSA	War Shipping Administration

Ship Classification Prefixes:

3-Letter: alphabetical

ACG	Amphibious Force Flagship
AMc	Coastal Minesweeper
APA	Attack Transport
APc	Small Coastal Transport
APD	High Speed Transport
ARD	Auxiliary Repair Dock
ATR	Rescue Tug
AVP	Small Seaplane Tender
CGC	Coast Guard Cutter
CVL	Small Aircraft Carrier
DMS	Destroyer Minesweeper
LCC	Landing Craft, Control MkI or Mk II
LCI (L)	Landing craft, Infantry (large)
LSD	Dock Landing Ship
LST	Tank Landing Ship
PYc	Patrol Vessel Converted Yacht (coastal)
WTB	?
YCK	Open Cargo Lighter
YFB	Ferry boat or launch
YFD	Yard Floating Dry Dock
YFS	?
YMc	?
YNG	Gate Vessel
YMS	Auxiliary Motor Minesweeper
YMT	Motor Tug
YNT	District Net Tender
YPD	Floating Pile Driver
YRT	? (YRL Covered Lighter: Repair?)
YSD	Seaplane Wrecking Derrick

YSR	Sludge Removal Barge
YTT	Torpedo Testing Barge
YPD	Floating Pile Driver
YMP	Floating Pile Driver

2-Letter: alphabetical

AE	Ammunition Ship
AG	Miscellaneous Auxiliary
AK	Cargo ship
AM	Minesweeper
AO	Oiler
AR	Repair Ship
AS	Submarine Tender
AV	Seaplane Tender
BB	Battleship
CA	Heavy Cruiser
CG	?
CL	Light Cruiser
CM	Minelayer
CV	Aircraft Carrier
DE	Escort Ship
DD	Destroyer
DM	Destroyer Minelayer
IX	Unclassified Miscellaneous Auxiliary Ship
PG	Patrol Gunboat
PC	Submarine Chaser (173')
PT	Motor Torpedo Boat
PY	Patrol Vessel Converted Yacht
SC	Submarine Chaser (110')
SS	Submarine
TP	Combination Tender-Tug-Utility Vessel
XF	?
YC	Open Lighter
YD	Floating Crane
YF	Covered Lighter or Freight Lighter
YG	Garbage Lighter
YN	Net Tender
YO	Fuel Oil Barge
YP	Patrol Craft
YR	Floating Workshop
YS	Stevedoring Barge
YT	Harbor Tug
YN	?
YW	Water Barge
X	?

March 1, 1942

CALIFORNIA Water level lowered so that forecastle deck is dry. Cofferdams are being built around all openings to prevent flooding of forecastle deck if pumping power is lost. Ship's conning tower ready to be removed. Removing studs from flag conning tower. Continued to secure after section of the quarterdeck cofferdam in place. Working party clearing forecastle.

OGLALA HAVISIDE is removing heavy wreckage that interferes with the placing of pontoons. Discontinued removal of safes from the coding room as it was found to be impracticable. Recovered the last past [sic] of the coding machines.

WEST VIRGINIA Continuing to install hook bolts in the three sections of the small patch. This necessitates burning holes in the shell plating and wedging the bolts in place. Divers continuing to remove material and equipment from the ships armory.

ARIZONA Removing 14" projectiles from turret III. Started to transfer projectiles to NAD, Oahu via YSD-19. 150 ton crane transported the face plate and slide assembly of turret IV and the after catapult to Waipio Point for storage. Started to remove miscellaneous machinery units and internal structure from the gun pit and chamber of turret IV, preparatory to removal of 14" projectiles.

ORTOLAN Arrived for repairs to main mast.

REID Arrived for installation 20 MM guns and SO. and FD radar.

WARD Arrived for interim overhaul.

SOHLEY Arrived for urgent repairs.

CROSSBILL Arrived for repairs to magnetic cable, etc.

PLUNGER Attempted to undock the PLUNGER but discontinued after travel of 11 ft. due to failure of groundways.

2 March, 1942

CALIFORNIA Continued pumping operations to keep forecastle dry. Carpenters building cofferdams around open hatches on upper deck. Removing tap rivets from foundation of flag conning tower. Carpenters building cofferdams for outside work. Another section of quarterdeck cofferdam placed. Working party clearing forecastle, casemates and turret I.

OGLALA HAVISIDE continuing to remove debris between the ship and Tenten Dock but is being sent to Honolulu at 1500.

WEST VIRGINIA The crane and men which have been handling the patches were temporarily removed to the CALIFORNIA. Work on patches ceased. Divers still removing arms and material from the armory.

ARIZONA Removal of 14" projectiles from turret III continuing. Forty-eight 14" projectiles transferred to NAD, Oahu. Removal of miscellaneous machinery units and structure from turret IV gun pit and chamber continuing. Ammunition Group working aboard ship.

CROSSBILL Departed after completion of repairs to magnetic cable.

BALLARD Arrived for installation ventilation sound room.

March 3, 1942

CALIFORNIA Continued pumping operations. Divers checking for additional leaks. Carpenters building cofferdam around open hatches on the forecastle deck. Continued removing tap rivets from foundation of flag conning tower. Carpenters building scaffolding for outside work. After section and two other sections of the quarterdeck cofferdam are secured on the starboard side with third section in place for securing. Working party of thirty-eight men from Receiving Ship clearing forecastle and casemates.

OGLALA HAVISIDE and two divers from the ORTOLAN are continuing to remove wreckage between the forward section of the ship and the Tenten Dock. Expected to start running pilot cables under the ship this morning.

WEST VIRGINIA Divers recovering arms and material from the armory. A small cofferdam on the main deck between frames 87 and 110 is to be started in a few days to have the deck dry for handling patches.

ARIZONA Continued to remove projectiles from turret III. Continued removal of miscellaneous machinery units from the gun pit and chamber of turret IV preparatory to the removal of projectiles. Transferred forty 14" projectiles to the Naval Ammunition Depot, Oahu. Ammunition Group working aboard, ship.

MONTGOMERY Arrived 26 February - departed after completion of installation 50 cal. machine gun foundations, F.Q. device, mushroom vents on engine room hatches, compass compensating equipment, NJB underwater sound equipment - modification of mine tracks and miscellaneous repairs.

SOHLEY Departed after completion of urgent repairs.

HAWAII Under charter to U.S.Army - arrived for installation AA guns.

THORNTON Arrived for installation echo ranging and listening equipment.

CHEW Arrived for urgent repairs.

4 March, 1942

CALIFORNIA Continued pumping operations. Divers checking for additional leaks. Carpenters building cofferdam around open hatches. Continued removing tap rivets from foundation of flag conning tower. After section and three other sections of the quarterdeck cofferdam secured on starboard side, fourth section

in place. Fourth section cut off to get under turret IV guns. Divers clearing starboard gangway and mooring wires. Work barge on port side received two sections of cofferdams and will start work tomorrow. Working party of fifty-three men from Receiving Ship cleaning forecastle and casemates. Running lines, electric lights and installing Kerrick Cleaners. Ship's force with assistance of working party to build foundations for fifty tents tomorrow.

UGLALA Divers of the ORTOLAN removing debris from the bottom between the ship and the dock. Divers engaged in placing pilot wires underneath the bow of the ship. An effort is being made to pull the cables in place.

WEST VIRGINIA Divers moving arms and materiel from the armory. Work is expected to start on the small cofferdam between frames 87 and 110 tomorrow.

ARIZONA Continued to remove 14" projectiles from turret III. Transferred sixty-four projectiles, sixteen drill powder bags and one backout slug (all 14" material) to the NAD, Oahu. Transferred ten electrical motors, previously removed from turrets III and IV, to NYPH for reconditioning and storage. Continued to remove machinery units and structure from the gun pit of turret IV in preparation for removing projectiles from that turret. Transferred one hundred eight .30 caliber rifles and three .30 caliber Browning automatic rifles to building 71, NYPH.

GULF POINT Under charter to U.S. Navy - arrived for urgent repairs to shell plating starboard bow. Vessel berthed at Merry Point.

984 new employees reported to Industrial shops from mainland.

5 March, 1942

CALIFORNIA Continued pumping operations. Removing tap rivets from foundation of flag conning tower. After section and four other sections of the quarterdeck cofferdam secured on starboard side. Divers clearing starboard gangway, mooring wires, and anchor chain around barbette of turret III. First section of cofferdam on port side secured. Removed one of the Fleet Paymaster's safes from the main deck. Working party of thirty-five men from Receiving Ship running pipe lines and assisting ship to make foundations for tent quarters.

UGLALA Divers of the ORTOLAN engaged in various salvage operations. No crane available to aid in salvage work. Divers slipping pilot wires underneath the bow of the ship.

WEST VIRGINIA Divers continuing to remove arms and material from the armory.

ARIZONA Transferred fifty-five 14" projectiles to NAD, Oahu. Continued preparations for removal of 14" projectiles from turret IV. Recovered and transferred eighty-nine caliber .45 line-throwing guns to Building 71, NYPH.

GULF POINT Departed after completion urgent repairs to shell plating starboard bow.

BALLARD Departed after completion installation ventilation sound room.

Ash Lighter YA-66 Departed after completion of hull repairs.

Coast Guard Cutter TANEY Arrived for installation sound gear, machine guns, Cutter
depth charge throwers, etc.

BENHAM Arrived for installation SO radar.

Fuel Oil barge Undocked and departed after completion of painting
YO-23 bottom and minor repairs.

Open Lighter Same as YO-23.
YO-471

Covered Lighter Same as YO-23.
YF-241

March 6, 1942

CALIFORNIA Continued pumping operations, Intermittent power failures caused electric pump stoppage and resulted in some temporary flooding in port casemates as gasoline pumps could not completely carry the additional load. Removing tap rivets and holding down bolts from flag conning tower. After section and five other sections of the quarterdeck cofferdam on the starboard side and two sections on the port side are in place and secured. Working party of sixty-five men assisting ship's force in cleaning and in rigging tents for quarters.

OGLALA Continued work on pilot cables. GAYLORD arrived at 1000.

WEST VIRGINIA Divers continuing removal of arms and material from armory. Started construction of small cofferdam between frames 87 and 110.

ARIZONA Began removing deck lugs from turret III. Continued preparations for removing projectiles from turret IV.

CHEW Departed after completion of urgent repairs.

THORNTON Docked Floating Dry Dock YFD-2. Installation echo ranging equipment.

FUEL OIL BARGE Docked Floating Dry Dock YFD-2. Paint bottom
YO44 and miscellaneous hull repairs.

ELLIOTT Departed after completion of installation sound gear. SC radar, W.T. hatch covers, escape scuttles and miscellaneous repairs.

PRUITT Arrived for installation of echo ranging and listening equipment.

COCKATOO Arrived for installation ?. G. coils, repair mine sweeping equipment, etc.

BENHAM Departed after completion installation S O radar.

REED BIRD Departed after completion installation D.G. equipment, paravane gear and miscellaneous urgent repairs.

VIREO Departed after completion installation echo ranging and listening equipment, splinter protection, guns, etc. docking and miscellaneous urgent repairs.

March 7, 1942

CALIFORNIA Failure of electric power caused flooding of all casemates but forecastle kept dry. Resumed pumping operations. Continued removal of tap rivets and holding down bolts from flag conning tower. Will complete starboard side of quarterdeck cofferdam tomorrow. Third section of port side secured in place. Detail of fifty men in the morning and one hundred fifteen men in the afternoon engaged in cleaning operations and recovery of electric machinery.

OGLALA Six hundred feet of 7/8 wire rope were recovered from the forward winch which is being used as pilot cable. Continued removing booms from the ship.

ARIZONA Continued removal of deck lugs from turret III. Removing 14" projectiles from turret IV. Difficulties were encountered in keeping the water level down. Ceased shell hoisting activities to investigate sources of water leakage with the assistance of divers.

WEST VIRGINIA Divers removing arms from the ship's armory. Continuing work on the small cofferdam between frames 87 and 110, main deck. Plans being formulated for installation of services, pumps, air compressors, etc. at an early date.

CASTOR Arrived at Kuahua Island wharf for installation A.A. guns and ready service boxes.

REID Departed after completion installation machine guns, S C and F D radar, depth charge throwers, removal 24" searchlight relocation 36" search light, blank off air port, miscellaneous urgent repairs.

March 8, 1942

CALIFORNIA Power was cut off at 0830 but continued pumping with gasoline pumps. Continued removing tap rivets and holding down bolts from the flag conning tower. Last section of the quarterdeck cofferdam in place on the starboard side, fifth section in place on port side. Working party of forty-eight men from Receiving Ship helping rig tents.

OGLALA Divers from the ORTOLAN cutting off and recovering aviation boom and blocks.

WEST VIRGINIA Continuing work on the cofferdam between frames 87 and 110. Lt. Genereaux, Lt. Ankers and Lt. Comdr. Knight made a survey to determine where to place compressors, boilers, pumps, airlines, power and water lines.

ARIZONA Continued removing deck lugs from Turrets III and IV. Ship's diving force inspected the water shed around Turret IV and are repacking where necessary. Removed twenty-seven 14, projectiles from Turret IV and transferred to lighter.

FANNING Undocked Dry Dock No. 1, to berth 17 for completion of work.

GRIDLEY Undocked Dry Dock No. 1, to berth 17 for completion of work.

SALVAGE BARGE Undocked Dry Dock no. 1, to berth 4 for completion of IX
IX56(ExAT52) work.

FLOATING WORK- Undocked Dry Dock No. 1, to Berth 4 for completion SHOP YR42
(ExYTT3) of work.

OPEN LIGHTER Undocked Dry Dock No. 1 to Berth 1 for completion
YC 477 of work.

SUNNADIN Departed after completion installation compass compensating equipment and miscellaneous repairs.

ELLET Departed after completion installation A.A. guns,
S.C. and F.D. radar, NJ-3 sound equipment and miscellaneous repairs.

March 9, 1942

CALIFORNIA Power on electric pumps secured since Sunday morning. Continued pumping with gasoline pumps. Continued removal of tap rivets and holding down bolts from flag conning tower. Starboard side of quarterdeck cofferdam completed, placing sixth section on port side. Working party of 100 men reported in the morning and 40 men in the afternoon.

OGLALA One pair of chain stoppers, chain and cable are on hand and work is proceeding on the final rigging for placing and securing the chains. Awaiting final report from Design Section on righting the ship.

WEST VIRGINIA Divers are measuring the scuppers for plugs and plugging where necessary. Examining all portholes and marking "open" and "closed."
Removing damaged material to make way for the four air compressors to be placed between Turret III and the mainmast.

ARIZONA Continued removal of deck lugs in Turret IV. Awaiting crane service to transfer them to lighter. YSD-27 delivered 51 service projectiles to NAD.

KEOSANQUA Arrived for regular overhaul.

CASTOR Departed after completion installation A.A. guns and ready service boxes.

NIAGRA Docked Dry Dock No. 1, interim docking, sound gear.

BOBOLINK Docked Dry Dock No. 1, interim docking, sound gear.

RIGEL Docked Dry Dock No. 1, regular overhaul docking.

SOHLEY Arrived for completion of installation radar, installation fiber glass insulation, fire main cut out valves, etc. and miscellaneous repairs.

PLATTE Arrived for installation 20 m.m. guns and minor repairs.

March 10, 1942

CALIFORNIA Continued pumping with gasoline pumps. Continued removing tap rivets and holding down bolts from flag conning tower. Placing last two port sections of the quarterdeck cofferdam. Working party of 100 men engaged in cleaning operations. Accommodations are now available for increased complement.

OGLALA Divers clearing lines and cables from the derricks on the ship. One inch cable dragged back and forth under the ships with a large shackle to clear a patch for the chain.

WEST VIRGINIA Divers examining portholes in the port side to determine if open or closed and locating all scuppers and plugging them. Four compressors, with a combined capacity of 950 cubic feet per minute, have been placed aboard but are not connected.

ARIZONA Continued removal of deck lugs from turret IV. Removed one 57/51 gun from #9 casemate and delivered to Yard.

BALOH Arrived for installation F.C. radar, ballast, topside changes, etc.

ENTERPRISE Arrived for installation 20 m.m. armament, etc.

MAURY Arrived for installation S.C. radar, topside changes, etc.

McCALL Arrived for installation S.C. radar, topside changes, etc.

NORTHAMPTON Arrived for installation 1.1" assemblies, 20 m.m. guns, F.C. radar, etc.

ORTOLAN Work of strengthening main rest completed.

March 12, 1942

CALIFORNIA Continued pumping operations with both gas and electric pumps. Continued removal of tap rivets and holding down bolts from flag conning tower. Yard unable to provide lifting pads on account of salvage work having no priority standing. All sections of quarterdeck cofferdam in place. Leaks will be plugged and pumping started soon. Received draft of 100 apprentice seamen

for ships complement. Working part of 48 men reported from Receiving Station.

UGLALA Crew of the GAYLORD returned at 1100. Two chain stoppers were welded to the hull, and pilot cables for the stern pontoons are being run. The first chain to be dragged under the ship at 0100 today. Manufacture of chain stoppers delayed on account of salvage work having no priority standing.

WEST VIRGINIA Continuing to set blowers, air compressors, pumps, and facilities. Casemate No. 3 is being arranged so that tools and other gear can be locked up in it.

ARIZONA Continued casting loose deck lugs from Turret IV. Awaiting crane service. YSD-19 removed 5"/51 cal. gun No. 9 to Building 129. Cut deck and continued other preparations for removal of 5"/51 cal. guns Nos. 7, 8 and 10. These guns are badly burned.
Removed two shell hoists from Turret III.

THORNTON Undocked Floating Dry Dock YFD-2, went to Berth 6 for completion of work.

FUEL OIL BARGE Undocked Floating Dry Dock YFD-2, went to Berth at YO-44 end of 1010 Pier for completion of work.

SOHLEY Departed after completion miscellaneous alterations and repairs.

March 13, 1942

CALIFORNIA Two additional 10" gasoline pumps were started on water in quarterdeck cofferdam but leaks are still great. Two additional electric pumps are being installed. Continuing to make cofferdam tight. Continuing removal of tap rivets and holding down bolts from flag conning tower. Delay in getting lifting gear from yard. Working party of fifty-two men and the ships complement continued cleaning.

UGLALA Reeving chain cables underneath the hull of the ship. Divers continuing operations. A preliminary investigation of the bottom outside of the ship indicates that very little dredging will be necessary. Bottom is hard aft.

WEST VIRGINIA Portable boiler was placed alongside of Turret III on the starboard side and oil tank was set on top of Turret IV. Taking down the "spud" locker located within the mainmast. Diving operations on the outside of the hull ceased due to rough water.

ARIZONA Removed gun No. 8 to Building 199.

THRESHER Arrived and docked Floating Dry Dock. YFD-2. Special docking -starboard propeller shaft.

BOBOLINK Undocked Dry Dock No. 1, Went to Berth 21 for completion of work.

NIAGRA Undocked Dry Dock No. 1, went to Berth 21 for completion of work.

RIGEL Undocked Dry pock No. 1, went to Berth 2 for completion of overhaul.

March 14, 1942

CALIFORNIA Continued pumping on forward part of ship. Three pumps operating on quarterdeck to show location of leaks. Divers making quarterdeck cofferdam tight. Both conning towers ready for removal but yard facilities not ready. Awaiting services of crane and riggers. Fifty men reported from Receiving Station this morning and one hundred additional men this afternoon for cleaning operations.

WEST VIRGINIA A 6" pump was set up on the stern of the ship to pump down the after compartment, A diver opened manhole covers in order to pump down to the third deck. Divers continuing to close port holes and plug scuppers on the port side.

ARIZONA Removed 5"/51 cal. guns Nos. 7 and 10 with YSD-19. Removed two aviation cradles. Ceased action on ammunition due to lack of crane service. Returned one welder and one burner to yard.

UGLALA Continued work on the chain stoppers. Continued passing chains around the hull.

THORNTON Departed after completion installation sound equipment, miscellaneous repairs.

March 15, 1942

CALIFORNIA With about half of the pumping capacity, the water level can now be controlled. Work is continuing on tightening the quarterdeck cofferdam. Conning towers ready for removal and awaiting services of crane and riggers. Fifty men reported from the Receiving Station for cleaning detail. Removed 8,000 gallons of loose oil today. A twenty-four shift instituted by ships force. A total of 31,000 gallons of oil have been removed.

WEST VIRGINIA Strong-backs are being put on the port holes on the starboard side that are close to the waterline. Divers putting strong-backs on the portholes on the port side. Divers found the steering engine room is open to the sea. The 6" pump placed on the quarterdeck to take suction in the end compartments did not lower the water level. Investigating as to the space to which the damage can be confined before a decision is reached as to whether or not a patch is necessary.

UGLALA Dragging of chains under the bow section is proceeding. Work on chain stoppers proceeding slowly in Shop 11. Pacific Bridge Company working on designs for fence or cofferdam to be used in raising the ship after righting.

ARIZONA Transferred left deck lug from Turret III to barge. Continued preparations for removal of broadside guns.

ENTERPRISE Docked Dry Dock No. 1. Interim docking, miscellaneous repairs, guns.

ASH Arrived for installation A.A. guns, cable laying equipment, etc.

NEVADA Undocked Dry Dock No. 2, went to Berth 12 for completion of work.

PLATTE Departed after completion of installation M.M. guns and miscellaneous repairs.

March 16, 1942

CALIFORNIA Lowered level of water to just below main deck on the center line. Continuing to tighten quarterdeck cofferdam. Both conning towers awaiting services of crane and riggers. Working party of thirty-two men reported from the Receiving Station. Removed 9,000 gallons of loose oil. Ship is expected to be ready to go into dry dock about 1 April 1942.

UGLALA Work continued on pulling pilot cables and chains under the ship. No derrick available today.

WEST VIRGINIA Continuing to put strong-backs on the ports on the port and starboard sides of the ship. Continuing removal of the "spud" locker within the mainmast.

ARIZONA Removed right deck lug from Turret III and left and right deck lugs from Turret IV, Continued work on broad side battery

SALVAGE BARGE IX56(Ex-AT52) Departed after completion of conversion.

THRESHER Undocked Floating Dry Dock YFD-2, and departed.

DUNLAP Arrived and departed after installation radar antenna.

SOHLEY Arrived for urgent repairs.

McCALL Docked Dry Dock No. 2, interim docking.

MAURY Docked Dry Dock Lb. 2, interim docking.

SALT LAKE CITY Docked Dry Dock No. 2, interim docking.

March 18, 1942

CALIFORNIA Water level kept below the main deck at the centerline. Port side of main deck under water but Water level lowered to about 2 feet in the afternoon. 6,000 gallons of loose oil removed since yesterday. Continuing to work 24 hours a day on oil removal. One reciprocating pump installed

and two more expected. Unsafe areas due to lack of ventilation and height of water on port side slowed down work in morning. Working party of 92 men received for cleaning detail from the Receiving Ship in morning. None in afternoon, Ordnance group started preparations for removing rangefinder from Turret IV.

UGLALA Derrick shifting chains and unloading them. Continued welding chain stoppers. The Pacific Bridge Company agrees that a large part of the CALIFORNIA quarterdeck cofferdam can be utilized for the spar deck cofferdam on the UGLALA.

WEST VIRGINIA Cleaning and reconditioning the officers, galley. Divers continuing to put strong-backs over ports. Rings to remove the mainmast are being fitted to the mast which is badly burned. Removed ten 14" service projectiles from Turret IV. Floating crane transferred to UGLALA. Continued work on broadside mounts.

SOHLEY Docked Dry Dock No. 1, Special docking, propeller and sound gear.

NORTHAMPTON Docked Dry Dock No. 1, interim. docking.

March 19, 1942

CALIFORNIA Water level maintained below deck at center-line hatches. Small pumps used to bring down level on port side of main deck. Leaks on port side being plugged. Conning towers awaiting removal. 100 men reported from the Receiving Station for cleaning detail. Additional men are required for this work. 55,000 gallons of loose oil have been removed to date; Continuing 24 hour schedule for this work.

UGLALA All chains in the midship section of the ship have been run. Welders working on welding pads for chains.

WEST VIRGINIA Continued placement of strong-backs over air ports on the starboard side. Pearl Harbor Salvage and Repair Unit connecting the boiler and two reciprocating pumps. NEVADA raised the two lifting rings for the mainmast into position. Ex-???? tied up on the starboard side amidships.

ARIZONA Removed holding down clips on broadside gun mount No. 9.

TANEY, C&C Departed, all jobs on which work was started have been completed. Ship will return at a later date when availability has been granted for completion of authorized work.

March 20, 1942

CALIFORNIA Water level lowered below centerline hatches on second deck. Stern of vessel now afloat. Water is still standing on port side of forecastle, main deck and second deck. Conning towers awaiting removal. Ships complement and 100 men from the Receiving Station engaged in cleaning operations but unable to keep up with the pumping. Additional men, equipment and accommodations have been requested. 50,000 gallons of loose oil removed in the last 24 hours. Casting loose Turret IV range finder.

UGLALA Located one chain underneath the hull of the ship.

WEST VIRGINIA Securing the rings for lifting the main mast. Divers opening all doors in the after part of the ship. Fuel oil tank shifted from Turret IV to Turret III to clear a hatch for pumping. Continuing to connect up the boiler and its feed pumps.

ARIZONA Cast loose 3"/51 cal. carriage. Awaiting crane service to remove carriages Nos. 7 and 9.

Undocked YFD-2, went to Berth 17 for completion of repairs.

SALT LAKE CITY Undocked DD 2, departed after installation of SC radar.

Undocked, Dry Dock went to Bert 16.

McCALL Undocked, Dry Dock #2, went to Berth 16.

Y044 Departed after completion of repair.

March 21, 1942

CALIFORNIA Water level lowered below centerline hatches on second deck. Water is still standing on port side of forecastle, main deck, and second deck. Conning towers awaiting removal. Ships complement and 6 men from the Receiving Station engaged in cleaning main deck. 8,000 gallons of loose oil removed in the last twenty-four hours. Head of one body recovered and sent to medical authorities. Continued casting loose rangefinder on Turret IV.

UGLALA Divers from the ORTOLAN continued locating chains aft underneath the hull of the ship.

WEST VIRGINIA Divers continued opening doors in the forward part of the ship preparatory to pumping. Continued reconditioning work on the officers' galley. Pearl Harbor Salvage and Repair Unit connecting up the boiler and its feed pumps.

ARIZONA Removed training mechanism from guns Nos, 8 and 10.

NORTHAMPTON Undocked Dry Dock went to Berth 21 for completion.

SOHLEY Undocked Dry Dock #1, tent to Berth 6 for completion.

March 22, 1942

CALIFORNIA Holding water level just below second deck at centerline. Attempting to clear all free water from the port side on the forecastle, main and second decks. Conning towers awaiting removal. Working party of 55 in the morning and 30 in the afternoon with the ships complement engaged in cleaning the forecastle, main and second decks. At least 200 more men are needed. 15,000 gallons of loose oil removed in the past 24 hours. Reconditioning crews galley. Continued casting loose rangefinder on Turret IV. Stern has raised about 2 feet.

OGLALA Divers from the ORTOLAN locating chains aft underneath the hull of the ship.

WEST VIRGINIA Divers continuing to open doors and hatches and removing ladders from the forward part of the ship. Hooking up training mechanism in Turret IV. Floating crane on the port side abreast of the mainmast preparatory to removing it. Havaside on the starboard side.

ARIZONA Removed 5"/51 cal. carriages Nos. 7, 8 and 10 to Salvage Barge.

ENTERPRISE Departed after completion of installation of 20 m.m. armament, etc.

CHEW Arrived Berth 2 for urgent repairs and alterations.

SOHLEY Departed after completion of repairs.

GRIDLEY Departed after completion of repairs and alterations.

FANNING Departed after completion of repairs and alterations.

BALOH Departed after completion of installation F. C.

radar, ballast and topside repairs.

CACHALOT Arrived and docked Dry Dock #1, emergency docking, negative tank flood valve, stern tubes and torpedo tube O.

March 23, 1942

CALIFORNIA Holding water level about two feet above the third deck at the centerline. Free water still caught in pockets on the port side of the forecastle, main and second decks. Conning towers awaiting removal. Ship's complement engaged in cleaning operations on the main and second decks. At least 200 more men needed to expedite this work. Continued reconditioning of gunnery, electrical and C&R equipment but lack of personnel is a serious handicap. 7,000 gallons of loose oil removed in the last 24 hours. Fifteen bodies recovered and turned over to medical authorities. Removed rangefinder from Turret V.

UGLALA Placed last stern chains. Continued welding openings in the hull and securing stoppers. Will start placing pontoons on 25 March 1942.

WEST VIRGINIA Divers continuing to open doors and Latches. Continuing to burn the ring at the bottom. of the mainmast. connecting auxiliary training motor (air) in Turret IV to clear guns for pump.

ARIZONA Removed three sets of rollers from guns Nos. 7, and 10. Turned in one 1 meter rangefinder and one gun elevation receiver from gun No. 8 to Building No. 51. Turned in three training racks and miscellaneous parts from guns Nos. 7, E and 10 to Building No. 129.

SUNADIN Arrived Berth 16 for alteration, departed.

FREBLE Arrived Berth 6 for docking, and sound gear .

WORDEN Arrived Berth 15 for docking and military.

March 24, 1942

CALIFORNIA Continued pumping, operations. Conning towers ready for removal. Ship's complement plus a working party of thirty-seven continued cleaning operations on main and second decks. At least 200 more men are needed. Continued reconditioning

of gunnery, electrical and C R equipment.
7,500 gallons of loose oil removed in the last
24 hours. One body and part of another body were
recovered and turned over to medical authorities.
Transferred one 33'-6 rangefinder from Turret IV
to instrument shop. Cast lose 3 - 3"/50 cal.
gun carriage. Cast loose #4 - 3"/50 cal. gun assembly complete. Removing loose
oil from main
machinery spaces. wing plans to obtain quickly
in reconditioning, of main machinery units,

UGLALA Moved the ORTOLAN so that survey party could finish
taking soundings outside of the UGLALA. Continued
welding topside and securing stoppers. Cleaning
and inspecting pontoons.

WEST VIRGINIA Mainmast removed from the ship by the floating crane.
Divers continuing opening of all doors and hatches.

ARIZONA Cast loose gun 5" /51 stands, Nos. 9 and 10.

DOLPHIN Docked Floating Dry Dock YFD-2.

CHEW Departed after completion of repairs.

March 25, 1942

CALIFORNIA Holding water level about 2 feet above 3rd deck
at centerline. Shipfitters plugging drain leaks
and fuel oil leaks. Ship complement plus working
party of 59 engaged in cleaning main and second
decks. At least 200 additional men needed to
expedite this work. Continuing to recondition
gunnery, electrical and C&R equipment. 8,000 gals.
of loose oil removed in the last 24 hours.
Eight bodies recovered and turned over to medical
authorities. Awaiting crane service to remove
3"/50 cal. gun and mount 4 and 3 mount.

UGLALA Continued securing of chain stoppers. GAYLORD
in use for the PLUNGER necessitating change in
plans for placing pontoons which is about to
start.

WEST VIRGINIA Divers continuing to open hatches and doors.
Spud locker removed. Connecting training motor
in turret No. 4.

ARIZONA Removed gun stands No. 9 and 10. Removed foremast
rangefinder and sent to instrument shop in Navy Yard.
Sent three sets of rollers and separators from broadside guns to building 129.

HARBOR TUG Departed after completion of repairs.
YT152

WARD Arrived for interim overhaul.

PLUNGER Righted the ship by jacking from inclination of 65 degrees to about 11 degrees.

March 26, 1942

CALIFORNIA Holding the water level about 2 feet above the third deck at the centerline. Free water still caught in pockets on the port side of the forecastle, main and second decks. Reconditioning of Gunnery., Electrical, and C equipment is being accomplished by ship's force and P.H. R&S Unit. Lack of personnel allows only the most vital equipment to be given prompt attention. 12,000 gallons of loose oil was removed in the last 24 hours. Three bodies and parts of another were recovered and turned over to medical authorities for identification and burial.

OGLALA Work on cleaning the salvage pontoons continues, with a working party composed of men from the ORTOLAN and OGLALA. Fastening of chain stoppers is proceeding. 65 cans of carbide were removed from the OGLALA.

WEST VIRGINIA Divers continuing to go down and open hatches and doors incidental to pumping. The attempt to train turret No. 4 was unsuccessful. The four compressors brought out to the WEST are being connected into the air line. Work is continuing on the assembly of the portable boiler and pumps. Cut deck away over broadside guns No. 5 and 6. Filled center side of shell deck of No. 4 turret with 14" service projectiles.

LEXINGTON Arrived Berth 12, for removal 8" mount installation of 1.1" battery, etc.

MINNEAPOLIS Arrived Berth 21, increase armament, including directors.

DEWEY Arrived Berth 16 for docking, improve A.A. defense S.C. radar.

PHELPS Arrived Berth 16, for docking, additional A.A. guns, radar, sound domes.

March 27, 1942

CALIFORNIA Shipfitters plugging drain leaks and fuel oil leaks. Ship's complement plus 23 hand working party. Cleaning is in the progress on the main and second decks. At least 150 more men are needed to carry on this work expeditiously. Total gallons of loose oil removed to this date 162,000 gallons. 5,000 gallons removed in the last 24 hours.

OGLALA Due to derrick not being available and working party now showing up work was slowed down. The Yard tug which was to bring pontoons to the did not report to the ORTOLAN. The Yard welders and machine used in securing the chain stoppers is not available today.

WEST VIRGINIA Five compressors have been connected together in one bank to furnish air for all pumps, divers, etc., on the entire ship. Divers are going down to close all hatches so the water can be pumped down enough to get to the shells in the handling room which are fouling the gears and preventing the turret from turning. Work continues to clean up the galleys so they can be placed in operation.

ARIZONA Placed shells in center of turret No. 4 for hoisting. Removed decking above broadside gun No. 6.

PHELPS
Docked Dry Dock No. 2.

DEWEY Docked Dry Doc No. 2.

SAN FRANCISCO Arrived end docked Dry Dock. No. 2.

CACHALOT Undocked Dry Dock No. 1, went to Submarine Base, may return later for completion.

ANTARES Undocked Dry Dock No. 1, went to Berth 17 for completion of work.

BOBOLINK Departed after completion of installation of W.E.A.

March 28, 1942

CALIFORNIA Resetting pumps preparatory to large scale pumping of machinery spaces. Having some difficulty in doing this. Also difficulty in stopping inflow of water through ruptured pipe lines on third deck in way of torpedo explosion. 6,000 gallons of loose oil was removed in the last 24 hours. Transferred

two face sight telescopes from CALIFORNIA to instrument shop.

UGLALA Submarine salvage pontoons are being rigged. The first to be placed are #6 and 7. Passing boats are causing swells which interfere with the work of the divers, The diving flag was ignored this morning by several boats.

WEST VIRGINIA Five compressors have been connected together into one air line which runs from #1 turret to #4. Men are continuing to work in the galley chipping paint and cleaning so it can be placed in operation again soon. Electric power lines are being installed from Ford Island to the WEST VIRGINIA.

ARIZONA Cut decks in gun pit and shell table of Turret III preparatory to install electric pumps to pump out magazine. Divers started cutting studs on broadside gun #7 for removal of 5"/51 stand carriage.

RUFF Arrived Berth 11, for urgent repairs to cable reel, etc.

WORDEN Docked Dry Dock No. 1.

DALE Arrived and docked Dry Dock No. 1.

INDIANAPOLIS Arrived and docked Dry Dock No. 1.

ASH Completed work and departed, Conversion to cable layer.

MONAGHAN Arrived Berth 3 for repairs to guns.

March 29, 1942

CALIFORNIA Shipfitters plugging drain leaks and fuel oil leaks. Anchors are ready to remove. 6,000 total gallons removed in the last 24 hours. Two bodies recovered and turned over to the medical authorities for identification and burial.

UGLALA Welding pads on the starboard side of the ship and rigging chains for salvage operations. Work was stopped on rigging pontoons when the derrick HAVISIDE 5 was taken away at 1530 March 28, 1942. Work continues on fastening stoppers and attaching hoses to pontoons.

WEST VIRGINIA Divers are continuing to go down and open doors

and hatches in the after part of the ship incidental to pumping. Attempts to pump down the water in Turret IV failed. There are openings thru vents and drains that must be located and closed before the turret can be pumped down.

ARIZONA Started hoisting on 14" service projectiles from Turret IV. Hoisted out 53 projectiles before floating crane was removed. Sent 53-14" service projectiles to West Lock on YSD-19.

RUFF Departed after completion of urgent repairs.

COCKATOO Work completed and ship departed. Permanent D.G.coils, repair MA clutch, repair minesweeping equipment, miscellaneous repairs.

March 30, 1942

CALIFORNIA Started pumping engineering spaces. Ship's complement plus 76 hand working party. Cleaning is in progress on the main and 2nd deck. Clearing away bomb damage. Reconditioning of Gunnery, Electrical and MR equipment is being accomplished by ship's forces and S&R Unit. 2,000 gallons of loose oil removed in the last 24 hours.

OGLALA pontoons #4 and #5 are ready to be flooded and lowered into place. pontoons #6 and #7 are being secured to the chains. The derrick Haviside was not available the afternoon of the 29th.

WEST VIRGINIA Divers are continuing to go down opening hatches and doors incidental to pumping. Men have started work on the construction of "A" frames for the patch between frames 87 and 99. Work is being continued on the galley so that it can be put into operation.

ARIZONA Continuing underwater cutting on broadside stand 7. Filled shell deck in Turret IV with shells. Awaiting crane service to remove shells from

PREBLE Work completed and ship departed, sound gear.

LAMBERTON Arrived Berth 6 for O.C. gear.

HULL Arrived Berth 15 for guns.

MacDONOUGH Arrived Berth 15 for guns.

March 31, 1942

CALIFORNIA Operations continued.

OGLALA Operations continued.

WEST VIRGINIA Operations continued.

ARIZONA Operations continued.

PREBLE Operations continued.

LAMBERTON Operations continued.

HULL Operations continued.

MAC DONOUGH Operations continued.

MONAGHAN Operations continued.

NIAGARA Work completed and ship departed.

S.S.HAWAII Work completed and ship departed.

AUTHENTICATED

C.S. GILLETTE

Captain, USN Manager, Industrial Dept.

April 1, 1942

CALIFORNIA All list to port has been corrected by pumping.

Continued pumping out various holes and machinery spaces. 7,000 gallons of bunker fuel oil removed from starboard tanks to oil barge. Cue anchor and 23 shots of chain removed. 3,000 gallons of loose oil was removed in the last 24 hours.

OGLALA Pontoon #9 was sunk at 11:10. Pontoon #10 will be sunk this afternoon. The chains of these two are secured to the propeller shaft. The pontoons forward of #9 will be secured with stoppers.

WEST VIRGINIA Divers are continuing to come below and open doors and hatches prior to pumping operations. A reciprocating pump is being connected for use in skimming oil from the surface of the water between the second and main deck aft of frame 67. Divers started cutting loose 5"/51 gun. Cast loose holding down bolts on broadside stands #7 and #8.

Cast loose one electric motor and two Waterbury speed gears on electric deck of Turret III. Awaiting crane service to remove items from Turret to salvage barge. Making arrangements for removal of foremast.

SAN FRANCISCO Undocked Dry Dock No. 2 and departed. Yard work completed.

DEWEY Undocked Dry Dock No. 2 and went to Berth 15 for completion of work.

PREBLE Undocked Dry Dock No. 2 and went to Berth 15 for completion of work.

HULL Work completed and ship departed. (Removal of 3-5" guns)

MACDONOUGH Work completed and ship departed. (Removal of 3-5" guns)

COVERED LIGHTER YT269 Arrived Berth 19 for repairs and alterations.

April 2, 1942

CALIFORNIA

Continued pumping out various holes and machinery. 125,000 gallons of bunker fuel oil were removed to oil barge. Anchor chain around barbette of Turret I removed. 3,000 gallons of loose oil was removed in the last 24 hours.

UGLALA

Pontoon 10 is sunk and is being secured. Another machine is on hand and is being used to welding chain stoppers.

WEST VIRGINIA Divers are continuing to down in tilt after pt Or the ship opening hatches and doors prior to pumping operations. A hole is being burnt in the first platform aft of Turret IV for sump pump. is being done on the bake shop so that it can be put into operation.

ARIZONA Divers are continuing to remove holding bolts on broadside gun. Removed one yale and town electric shell hoist from Turret IV. Sent 12-14" service projectiles to West lock.

Undocked Dry Dock No. 1, went to Berth 15 for completion of work.

DALE Undocked Dock No. 1 went to Berth 15 for completion of work.

INDIANAPOLIS Undocked Dry Dock No.1, went to Berth 21 for (1) one day for completion.

LITCHFIELD Work completed and ship departed.

RIGEL Entered Dry Dock No. 1 for inclining experiment – undocked 1600.

3 April, 1942

CALIFORNIA Progress is being made on pumping out machinery spaces. 50,000 gallons of bunker fuel oil were removed to oil barge in the last 24 hours. Port forecastle. Cofferdam removed except one section. Casemate shutters 4,6, and 8 removed. 190,000 gallons of loose oil has been removed up to date. 3000 gallons of loose oil removed in the last 24hours. Lean draft is now about 42.5 feet.

OGLALA Pontoon 410 is secured in place. Havaside will be used outboard of the starting tomorrow will be quicker due to the ease securing the chains.

WEST VIRGINIA Divers are burning a hole in the first platform deck in line with the hatch on main deck on the centerline at frame 125. Work is continuing on cleaning and painting of galley and the bake shop.

ARIZONA Divers removed pointers and trainers platform broadside gun #5. Cast loose holding down bolts on broadside gun #5. Awaiting crane service to continue removing ammunition and to remove gun mounts from the ship. Will start removal of foremast next week if crane service is

LEXINGTON Docked Dry Dock No. 2.

YT153 Departed after completion of work, repair fuel oil leaks.

April 4, 1942

CALIFORNIA Pumping or machinery spaces and various holds continuing. 154000 gallons of bunker fuel oil were removed in the last 24 hours. 28 - 14" AA shells were removed today. Rehabilitation work on the main, second, third decks, and machinery spaces is in progress. 193,000 gallons of loose oil has been removed to date. 3,000 gallons removed in the last 24 hours. Draft was about 41 feet.

OGLALA Pontoon #8 is being sunk today. The pontoon is being worked under the king post and will be finished today.

Divers are continuing to burn a hole in the first platform deck at frame 125 to accommodate an electric sump pump. All other work has ceased due to the fact that the man and some equipment were removed for duty elsewhere.

ARIZONA Divers continued cutting holding down bolts on broadside gun #5. Broadside mount cut loose and to be removed. Ordnance groups went to VIRGINIA to make preparations to remove 16" service projectiles from Turret II.

MAURY Arrived and docked Dock No. I for repairs to damaged equipment.

PHELPS Docked Dry Dock No. 1 for repairs to shell plating.

MINNEAPOLIS Docked Dry Dock No. 1.

April 5, 1942

CALIFORNIA Continued pumping on various holds and machinery spaces. 60,000 gallons of fuel oil were removed to oil barge in the last 24 hours. Recondition of Gunnery, Electrical and C&R equipment is being completed by ship's force R.R. Unit. An explosion, apparently caused by gas vapor and spark blew off the forward patch and flooded C&C quarters, and canteen stores area is in progress to pump these areas which have been isolated. All possible free gas has been skimmed from the water in this area and, It is believed that all or nearly all of the 31,000 gallons of gasoline originally on the ship has been taken out. The possibility of sabotage is being investigated. 195,000 gallons of loose oil has been removed up to date; 2,000 gallons removed in the past 24 hours.

OGLALA pontoons #4, 5, 6 and 7 were sunk and chains secured today. Bridle chains are being rigged on #2 and #3.

WEST VIRGINIA Divers are continuing to burn hole in the first and second platform so a 12" deep well pump can pass through them at frame 125. All other work has ceased due to the fact that the men were removed to another job.

ARIZONA Continued work on 5"/51 broadside guns and mounts.

April 6, 1942

CALIFORNIA Continued pumping on various holds and machinery spaces. Eighteen - 14" A.A. Shells removed. Started removing quarterdeck cofferdam. All preparations have been made to open cold storage and remove contaminated meat. 197,000 gallons of loose oil removed to date; 2,000 gallons of loose oil removed in the last 24 hours.

UGLALA Pontoons #2 and #3 are being sunk and secured today.

WEST VIRGINIA Additional sections of patches (fr. 62-99) arrived alongside today. There was no change in the status of other activities. Shifted salvage officers to Mobile salvage and to California.

ARIZONA Continued work on broadside guns and stands. Awaiting crane service to remove guns and stands from ship.

CUMMINGS Arrived Berth 21 for radar repairs.

7 April 1942

CALIFORNIA The pumping of various holds and machinery spaces was continued. 10,000 gallons of mixture of water and bunker fuel oil removed in the last few hours. Upper conning tower removed. 493 cans of 14" powder removed, total of 618 to date. 98-14" shells removed, total to date 418. Quarter deck cofferdam removed. Reconditioning of Gunnery, Electrical and S&R equipment is being accomplished by ship's force and Pearl Harbor Salvage & Repair Unit. Total sludge removed to date, 199,000 gallons. 2,000 gallons removed in the last 24 hours.

UGLALA Pontoon #8 is secured in place. Removed piling from dolphin at bow of ship.

ARIZONA Removed #7 and #8 -5"/51 gun stands from ship.

R.R. Lot No. 1 A large quantity of oil soaked material has thus far been received from the CALIFORNIA and is in process of cleaning and reconditioning, - such as chains, mess tables, bunks, dishes, galley equipment, etc. 10 CALIFORNIA chairs were sent to the LEXINGTON. 15 CALIFORNIA chairs were sent to the NEVADA; 83 double lockers were cleaned.

RIGEL Completed overhaul and departed.

CUMMINGS Work completed and ship departed, radar repairs.

8 April, 1942

CALIFORNIA Continued to remove water from the third deck and various other spaces. Removed 120,000 gallons of bunker fuel oil. Ship practically on even keel. 582 cans of 14" powder removed in the last 24 hours, 1200 total removed to date. 40 - 14" AP shells removed in the last 24 hours, of total to date, 458. Reconditioning of Gunnery,

Electrical, and C&R equipment. 1,000 gallons of loose oil removed in the last 24 hours, 200,000 gallons to date. Ship will be ready to go into dry dock at 0800 tomorrow.

UGLALA The air piping for the hull bubble to assist in righting the UGLALA is being connected up. Air is to be introduced between the mine and spar decks. Pontoon # 1 is being rigged and is scheduled to be sunk April 8th or 9th. Continued welding pads on starboard side.

ARIZONA Continued work on broadside gun #5. Work was retarded due to air compressor breakdown.

PLUNGER A plan has been developed to remove vessel from 1400 Marine Railway. An attempt will be made at 1400 April 10 to pull the vessel about 40 feet and to ballast.

RECOVERED MATERIAL LOT No. 1

Sent to the USS NEVADA 34 arm chairs and 9 straight back chairs that were salvaged from the CALIFORNIA. Right three-tier crew lockers were cleaned and red leaded.

O'BRIEN Arrived Berth 21 for installation of additional 20 M.M. guns, smokescreen generator and other authorized work.

MATRIX Arrived berth 21 for installation of additional 20 m.m. guns (1) smoke screen generator and other authorized work.

BRIE Work completed and ship departed.

LEXINGTON Undocked Dry Dock No. 2 went to Berth 12 to complete work.

9 April, 1942

ARIZONA Divers continued cutting on broadside gun #5.

CALIFORNIA Vessel on an even keel with meat draft of about 40 feet - placed in dry dock #2 at 1100.

UGLALA Continued rigging of pontoons for righting ship. Schedule of operations being prepared to right vessel on 11 April.

PLUNGER Final arrangement and calculation being made 10 April. to haul out vessel about 40 feet on 10 April.

RECOVERED MATERIAL LOT No. 1

Sent to Shop #72 sixty-five crew lockers to be sand blasted and returned to the USS CALIFORNIA. No working party available from the Receiving Ship.

WORDEN Work completed and ship departed.

CALIFORNIA Docked Dry Dock No. 2.

SOTOYOMO Docked Dry Dock No. 2.

10 April 1942

ARIZONA Work was continued on number five broadside gun.

OGLALA Rigging was continued and gear was checked for blowing pontoons at 0930 April 11, 1942.

WEST VIRGINIA The crane barge has now returned to the WEST VIRGINIA and work is underway on the small between frame 43 and 52. Divers are going down in the after part of the opening doors and hatches prior to exploratory pumping.

PLUNGER Vessel was hauled out a distance of 40 feet without difficulty.

RECOVERED MATERIAL LOT No. 1

wenty crew chairs and 88 bunk chairs salvaged from the CALIFORNIA were sent to the USS FULTON. Cleaned 84 chairs from the USS ARIZONA. Received one stanchion from CALIFORNIA.

TRACY Arrived Berth 6 for installation sound gear.

LAMBERTON Work completed and ship departed (sound gear).

MINNEAPOLIS Undocked Dry Dock No. 1, work completed and ship departed.

PHELPS Undocked Dry Dock No. 3, went to Berth #2 for completion.

YT153 Work completed, placed in water and departed.

11 April 1942

ARIZONA Continued work for the removal of broadside gun

ARIZONA number five. Removed one electric motor from the deck of Turret III.

UGLALA Blowing of into the hull for the air bubble and into the pontoons began at 0600. When pontoons #8, 9, and 10 were blown the stern of the UGLALA rose approximately 12 inches. At 0915 blowing of pontoons was resumed and pontoons #1, 2,3, 4, 5, 6 and 7 broke loose through the chains and the failure was due to breaking of bridle rings. Rigging of pontoons will be started 13 April.

WEST VIRGINIA Work was continued on patch between frames 43 - 52. pressure pump is being connected to clean out High pressure compartments after pumping. Work also proceeding on the galley and bake shop and the necessary equipment for the operation of the same is being installed.

PLUNGER Vessel being re-rigged preparatory for final hauling out tomorrow. Calculations underway for ballasting and floating of vessel at present list and trim.

RECOVERED MATERIAL LOT No. 1

Cleaned 70 bunks chains, 110 silverware baskets, 32 chairs and cleaned and painted 9 lockers, which were received from the CALIFORNIA. 70 bunk chairs sent to the USS ????. Received 2 barber chairs from the CALIFORNIA.

PREBLE Work completed and ship departed.

YT166 Hoisted out, Berth 4 for repairs in connection with fitting out for service at ???, Johnson Island.

MAURY Undocked Dry Dock No. 1 and went to Berth #2 for completion.

??? Docked Dry Dock No. 1.

??? Docked Dry Dock No. 1.

TULE Arrived and docked Dry Dock No. 1 for stern tube

TRITON Arrived and docked Dry Dock No. 1 for repairs to propeller.

DEWEY Work completed and ship departed.

12 April 1942

ARIZONA Waterbury speed gears were removed from electric deck of Turret III, and same were delivered one electric motor to shop #31 for overhaul. Two 5"/51 stands were sent to Y.I.O. Pdnt.

UGLALA Investigations of gear used attempted of the UGLALA showed that the forged rings used L4 the bridles of the pontoons away. restraining line attached to the forefoot of the vessel and secured to 1010 dock did not showing that the bow of the vessel had not moved away from the dock, but that the detected movement was due to the rolling. Further check is being made. The Design Section suggests that single chains be used in rigging of all pontoons. Will go ahead with the idea of trying again about April 20th.

PLUNGER Vessel was floated and removed from Marine Railway.

WEST VIRGINIA 1,000 gallon fresh water tank was set up on top Turret III, and is being to the boiler. 500 gallon oil tank was also set up to furnish oil for the galley. Work continued securing patch between frames 43 and 53. Dredge is removing mud from alongside the ship so that the patch can be installed between frames 63 - 99.

??? Repairs completed and ship departed.

ALLEN Arrived Berth 6 for urgent repairs.

??? Arrived Berth 15 for interim overhaul.

??? Arrived Berth 16 for docking, installation N.O. air compressors, stbd inspection piping.

PLUNGER Undocked Marine Railway, went to Berth #1 to be redocked later.

13 April 1942

ARIZONA Work was continued number five broadside gun and divers started work on 5"/25 A.A. gun on starboard side.

UGLALA Plans for righting the UGLALA have been revised. All pontoons are to have double chains.

WEST VIRGINIA Divers are opening doors and hatches to facilitate pumping operations. Continuing work on the patch between frames 43 - 52. Construction is also underway on the large patch between frame 63 - 99.

RECOVERED MATERIAL LOT No. 1 Issued to WEST VIRGINIA one record filing cabinet; to Yard Crew Barge - one barber chair, 2 barber bases to ordnance Officer for experimental use AA gun stands. Cleaned 180 wire break racks and seven mess tables. Returned 10 mess tables, 8 mess benches, 54 dish racks and 9 silverware trays. Returned to NEVADA. 162 platters, 53 baking pans. Received from CALIFORNIA bunks for cleaning.

WARD Undocked Dry Dock No. 1, went to Berth 2 for completion.

TU?? Undocked Dry Dock No. 1, completed.

TRITON Undocked Dry Dock No. 1, completed and departed.

14 April, 1942

ARIZONA Divers continued working on 5"/51 broadside gun #5 and 5"/25 A.A. gun #1.

UGLALA Derrick Gaylord clearing pontoons. Further investigation shows that bridle opened up at welds. Also forward stopper on No. 1 pontoon broke. This stopper was secured with top rivets into the hull, all underwater work. This chain will be secured to a pair of bitts on the next lift.

WEST VIRGINIA Securing of the patch between frames 43 - 52 was continued. of large patch - frame 63 - 99 - being continued. Divers continuing to open doors and hatches to facilitate pumping operations.

RECOVERED MATERIAL LOT No. 1 Returned to CALIFORNIA 2 mess tables, 8 mess benches, ladders, 1 companionway and 10 armchairs. Cleaned 10 mess tables, 20 mess benches. Received from CALIFORNIA 100 gas masks, 26 crewbunks, 1 stretcher and 3 water breakers.

THORNTON Departed after completion installation sound equipment, miscellaneous repairs.

15 April 1942

ARIZONA

Divers continued cutting on broadside gun #5 and anti aircraft gun #1.

UGLALA Running chains for #2 and #3 pontoons. Completion date for rigging not yet set.

WEST VIRGINIA Continued work on securing patch between frame 43 and 52. First section of patch between 63 and 99 completed and will be put in place tomorrow afternoon or Friday. Wheeler system has been brought oil from alongside to start removing oil from compartments. Continued removing shells from Turret II, total of 119-16" projectiles removed to date.

RECOVERED MATERIAL LOT No. 1 Cleaned 11 mess tables, 19 mess benches. Received from CALIFORNIA 22 crew bunks, 30 foot air hose, 20 feet of deck hose and 52 gas masks.

McFARLAND Arrived Berth 21 for interim overhaul.

MAURY Work completed and ship departed.

ALLEN Work completed and ship departed.

LEXINGTON Work completed and ship departed.

WARD Work completed and ship departed.

SOHLEY Arrived Berth 6 for urgent repairs.

SAN FRANCISCO Arrived Berth 13 for permanent D. O. and other urgent work.

CCC WALNUT Arrived berth 21 for permanent D.O.O. and other work authorized by Coast Guard.

GREBE Arrived Berth 19 for sub cal. permanent D.O. docking and WIA echo sound.

16 April 1942

ARIZONA Divers continued work on 5"/51 gun #5 and gun #1. Unable to get crane service for removal of wreckage.

OGLALA Chains for pontoons #2 and #3 are being run under and will be secured today.

WEST VIRGINIA Started taking out bolts on key plate of Turret IV. Work was continued patch between frames 43 - 52. Divers are opening doors and hatches. Wheeler system continued removal of oil from after compartments. As yet yard workmen have not been successful in cutting in electrical power to the due to some short circuit along dredge pipe.

RECOVERED MATERIAL LOT No. 1 Returned to the CALIFORNIA 5 mess tables and 10 benches. Cleaned and painted 4 lockers. Cleaned 7 mess tables and 14 benches. Received from CALIFORNIA 52 canteens.

SALVAGE BARGE IX56(IXAT52) Departed after completion of conversion

THRESHER Undocked Floating Dry Dock YFD-2 and departed.

DUNLAP Arrived and departed after installation radar antenna.

SOHLEY Arrived for urgent repairs.

McCALL Docked Dry Dock No. 2, interim docking.

MAURY Docked Dry Dock No. 2, interim docking.

SALT LAKE CITY Docked Dry Dock No. 2, interim docking.

17 April 1942

ARIZONA Divers continued work on broadside gun #5 and A.A. gun #1. Diver drilled hole in deck of Turret III handling room to check for air or gas pocket before cutting hole for pumping.

UGLALA Continued rigging of pontoons for righting ship. The work of placing double chains on the pontoons is pontoons greater rigging with bridles.

WEST VIRGINIA Electric power was cut in on the ship and electric jet pump which is used to remove mud in order to facilitate placing of patch was put in use. Divers were working in engine rooms pulling in valve bonnets so that fire rooms can be drained into the engine room when pumping operations start. Cast loose key plate of Turret IV. Same ready to be jacked up and lowered.

RECOVERED MATERIAL LOT No. 1 Cleaned for CALIFORNIA; 12 /mess tables, 20 benches. Returned to CALIFORNIA; 2 C.P.G. type chairs.

GUDGEON Arrived Berth 2 for D.G.

CHEW Arrived Berth 6 for urgent repairs.

POLLACK Undocked Dry Dock No. 1. Work completed and ship departed.

???? Undocked Dry Dock No. 1, Work completed and ship departed.

FUEL OIL BARGE YO30 Undocked Dry Dock No.1, went to Berth 3 for completion.

SOHLEY Docked Floating Dry Dock YFD-2, replacement of port propeller.

YTT166 Completed and departed.

18 April 1942

ARIZONA Divers started cutting hole in handling deck of Turrets III (hole previously drilled to test for presence of gas or air) for pump suction hose. Continued work on broadside and A.A. guns.

UGLALA Continued rigging of pontoons for righting of ship.

WEST VIRGINIA First section of large patch was it into position starting at frame 61 instead of 63 in order to secure intact structure for edge of the patch. Mud is

being jettied away in order to accommodate second section of patch. Removed key plate on Turret IV. Continued work: far the removal of key plate Turret III.

RECOVERED MATERIAL LOT No. 1 Received from CALIFORNIA 7 wood chairs and stool. our swivel chairs, and 2 straight chairs were sent to Bldg. #72. Cleaned
Cleaned 60 crew bunks for the CALIFORNIA.

KEOSANQUA Docked, Dry Dock No.1.

FUEL OIL BARGE (YO43) Docked, Dry Dock No. 1.

WHITNEY Docked, Dry Dock No. 1.

GRAYB?ON Arrived and docked Dry Dock No. 1.

SOHLEY Urgent repairs completed and ship departed.

O'BRIEN Work completed and ship departed.

COVERED LIGHTER (YT269) Work completed and ship departed.

???? Arrived Berth 16, for military alterations.

CCC TANEY Arrived Berth 12 for urgent repairs and military alterations.

19 April 1942

ARIZONA Divers continued cutting hole in Turret III handling room. The hole is for pump suction to permit unwatering of magazines so that ammunition may be removed.

UGLALA Continued rigging of pontoons for righting ship.
Pontoons #4 and #5 were secured and rigged.

WEST VIRGINIA Work continued on securing the first section of the patch between frame 63 - 99. Work on patch between frame 43 - 52 nearing completion. Divers are removing ladders and opening hatches at frame 58 in the main and second decks. One body was found floating in the water and was recovered. Jacked up key plate on Turret III. Cannot be moved clear due to water tank on top of turret. Cast loose and jacked up key plate on Turret II.

RECOVERED MATERIAL LOT No. 1 Cleaned for the CALIFORNIA 22 crew urinals, 10 mess tables and 24 benches. Cleaned and assembled 26 ARIZONA chairs.

YO30 Completed and departed.

CHEW Urgent repairs completed and ship departed.

MAURY Work completed and ship departed.

??? Arrived Berth 16 for urgent repairs.

BAGLEY Undocked Floating Dry Dock YFD-2.

Arrived Berth 11 for urgent repairs.

TRACY Work completed and ship departed.

20 April 1942

ARIZONA Divers continued cutting hole in deck of handling room of Turret III, about half the cutting is completed. Continued rigging of pontoons #4 and #5 for righting ship.

WEST VIRGINIA Patch between frames 43 - 52 is secured; pouring of concrete yet to be completed. Three sections of patch between frame 63 - 99 have been placed in position and are being secured. Removed key plate from Turret II. Cast loose and removed plate on Turret I. All key plates are now loose and removed except on Turret III which has yet to be removed.

RECOVERED MATERIAL LOT No. 1 Cleaned and painted 22 crew lockers for the Received platters and dishes from the CALIFORNIA. Cleaned the following: 36 urinals, 35 mess kits, 24 canteens, 4 coffee pots, 19 tureens and 22 wind scoops. Wire brushed and assembled 16 chairs.

MARINE RAILWAY CARRIAGE Docked Floating Dry Dock YFD-2.

SICARD Arrived Berth 6 for O.C. Gear.

21 April, 1942

ARIZONA Divers continued cutting hole in deck of handling room in Turret III. Two minor explosions were felt while cutting this morning but no flame other than from the cutting torch was noticed. Burning will not be done until after another inspection of the area shows no signs of gas pockets or inflammable materials.

O'BRIEN Continued with rigging of pontoons for righting ship. Scheduled for 23 April.

WEST VIRGINIA Centerline hatches at frame 58 have been opened for installation of deep well pump. Switchboard for the service of electrical pumps is being constructed. Continued removing of projectiles from Turret II.

RECOVERED MATERIAL LOT No. 1 Cleaned 55 CALIFORNIA chairs. Received from the CALIFORNIA; 42 crew bunks and 10 officers' bunks.

PLUNGER Docked Floating Dry Dock YFD-2.

ALLEN Completed and ship departed.

YF-262 Arrived berth 8 for repairs.

22 April 1942

ARIZONA Divers entered 5" A.A. magazine to inspect and examine for evidence at explosion which happened yesterday. No pockets were found and the magazine is entirely flooded. All the cork insulation was removed from the area where burning is taking place. Burning will continue.

OGLALA Continued with rigging of pontoons for righting ship. Will be done tomorrow.

WEST VIRGINIA The power cable between Ford Island and the WEST VIRGINIA has been laid and is in operation. The pump in the port hatch at frame 41 was started up to circulate water in and out of the ship. Work is continuing on securing the third section of the patch between frame 63 - 99 while the fourth section is ready to be placed in position.

RECOVERED MATERIAL, LOT No. 1 Cleaned 10 mess tables, and 20 mess benches for the benches for the CALIFORNIA. Assembled 15

WARD Arrived Berth 6 for urgent repairs.

SAN FRANCISCO Completed and departed.

PENSACOLA Arrived Berth 13 for 20 m.m. guns.

NEVADA Departed after completion of work necessary for seaworthiness and self-propelled trip to Mainland.

CHEW Arrived Berth 6 for urgent repairs.

23 April 1942

ARIZONA Divers continued cutting handling room deck of Turret

UGLALA Vessel was righted at 1000 this date by use of ten 80 ton pontoons. Initial position after righting was about 20 degrees list to starboard be reduced by taking a new hitch with pontoons, and by some dredging if necessary.

WEST VIRGINIA Fourth section of patch between frames 63 - 99 was placed in position and secured. All hatches through decks down to hold at frame 13 now open and deep well pump put in service here. DJ Z20 volt DC 220 volt generator set completely installed and Pump switchboard completed. Rigged auxiliary training unit and trained Turret I to starboard.

RECOVERED MATERIAL LOT No. 1 Cleaned 11 mess tables, 17 mess benches, 32 crew bunks, wire brushed approximately 300 dishes and assembled 22 chairs. Received from the CALIFORNIA numerous types of chinaware.

CHEW Departed after completion of work.

YC477 Work completed and craft departed, renewal of bottom.

KEOSANQUA Undocked Dry Dock No. 1, went to Berth 14 for completion of overhaul.
YO43 Undocked Dry Dock No. 1, went to Berth 20 for completion of repairs.

WHITNEY Undocked Dry Dock No. 1, went to Berth 18 for completion.

GRAYBACK Undocked Dry Dock No. 1, work completed and ship departed.

24 April 1942

ARIZONA Divers continued cutting hole in handling room deck of Turret III. Made preparations to remove 48 - 100 lbs. bombs from bomb storage.

UGLALA In righted position the ship had originally approximately 20 degrees list to port. Pontoons are being used to reduce list, which is now about 8 degrees.

WEST VIRGINIA Work continued on setting and securing sections of patch between frame 63 - 99. Divers are opening doors and doors and hatches down to hold at frame 40.

RECOVERED MATERIAL LOT No. 1 Wire brushed and assembled 18 chairs. Cleaned 50 chairs. Cleaned approximately 200 dishes.

WARD Work completed and ship departed.

BAGLEY Redocked Dry Dock No. 1, special docking.

GREBE Docked Dry Dock No. 1. Installation of echo ranging and listening equipment.

??? Docked Dry Dock No. 1, interim docking.

SOHLEY Arrived for urgent repairs.

??? Arrived Berth 9 for repairs, change piping and install heater exchanger.

25 April 1942

ARIZONA Divers finished cutting hole in handling room deck of Turret III.

UGLALA Divers started moving 100 lb. bombs from bomb locker to third deck hatch, reducing list of ship, a position of slightly over six degrees has been reached.

WEST VIRGINIA Six sections of large patch have been placed in position; the sixth is stored to ship and is being secured.

RECOVERED MATERIAL LOT No. 1 Cleaned 2 diving dresses, 20 chairs, and 150 cups and plates. Wire brushed and assembled 20 chairs. Delivered 148 gas masks to Bldg. 72. Delivered 20 telephones to ????

SOHLEY Repairs completed and ship departed.

SALT LAKE CITY Arrived Berth 12 for installation of 20 m.m. guns.

BALOH Arrived Berth 15 for relocation of two temporarily installed 20 m.m. guns to improve A.A. defense.

FANNING Arrived Berth 15 for relocation of two temporarily installed 20 m.m. guns to improve A.A. defense.

26 April 1942

ARIZONA Divers removed section of deck from handling room of Turret III. Divers continued moving bombs from bomb locker to third deck.

UGLALA Gaylord is being rigged to pull on king post of UGLALA. A position of 5 degrees 48 minutes has now been reached.

WEST VIRGINIA Divers have completed the opening of doors and hatches at frame 40 for installation of deep well pump. Transformer bank to furnish power for deep well pumps and blowers has been placed in operation. Pump at center line hatch at frame 13 was started to circulate some of the dirty water out of the ship. The seventh section of large patch has been placed in position and being secured.

RECOVERED MATERIAL LOT No. 1 Cleaned 1 stretcher and 10 CPO bunks. Wire brushed and assembled 10 chairs. Delivered to CALIFORNIA 5 trough type urinals. Received from CALIFORNIA; 8 CPO chairs and miscellaneous mess gear.

CURTISS Arrived Berth 21 for alterations to 5" battery. Repair battle damage.

?? CCC KURE Arrived Berth 2 for repairs to reduction gear.

??? Completed and departed.

27 April 1942

ARIZONA Divers are continuing to remove bombs from bomb locker to third deck hatch. Preparations are being made to install a deep well pump in Turret III.

OGLALA Continued with rigging of pontoons to roll ship to an even keel. Preparing to rig jet to wash out accumulation on the bottom under starboard bilge.

WEST VIRGINIA Divers are opening drainage valves in forward firerooms so that water will drain into the engine rooms and then to the shaft alley. Divers are burning hole in the after bulkhead of the after shaft alley on the port side so drainage from the engine rooms can be reached by pump. Seventh section of large patch is being secured. Galley now feeding three meals a day. Work continued on Turret I and II.

RECOVERED MATERIAL LOT NO. 1 Cleaned 12 CPO chairs and approximately 300 dishes. Cleaned and painted 2 crew lockers.

FANNING Departed, relocation of 20 m.m. not undertaken due to limited time availability.

NASHVILLE Arrived Berth 17 for S.O. radar work.

28 April 1942

ARIZONA Operations continued.

OGLALA Operations continued.

WEST VIRGINIA Operations continued.

RECOVERED MATERIAL LOT NO. 1 Operations continued.

PELIAS Undocked Dry Dock No. 1, went to Berth 17 for completion of overhaul.

GREBE Dry Dock No. 1, Berth 3 for completion of work.

BAGLEY Undocked Dry Dock No. 1, work completed and ship departed.

NASHVILLE Departed after completion of F.O. radar work.

29 April 1942

ARIZONA Operations continued.

OGLALA Operations continued.

WEST VIRGINIA Operations continued.

RECOVERED MATERIAL LOT No. 1 Operations continued.

McFARLAND Docked Dry Dock No. 1.

GUDGEON Docked Dry Dock No. 1.

PENSACOLA Docked Dry Dock No. 1.

GREBE Arrived Berth 6 for docking and repairs to propeller.

30 April 1942

ARIZONA Operations continued.

WEST VIRGINIA Operations continued.

RECOVERED MATERIAL LOT No. 1 Operations continued.

SALT LAKE CITY Departed after installation of gas.

BALOH Departed after completion of relocation of 2-20 m.m.
guns.

DOLPHIN Overhaul completed and ship departed.

?? CCC KURE Repairs to reduction gear completed and ship departed.

AUTHENTICATED:
C.S. GILLETTE, Captain, USN
Manager

1 May, 1942

ARIZONA Continuing to cut away wreckage. and foremast.
Making detailed study of damage
to determine whether vessel can be floated. Some
evidence of ship's back being
broken amidships, this is being checked.

UGLALA Continued pumping mud with siphon. Divers are
closing ports.
Preliminary plans for patch to cover the holes in the hull
are being prepared.
List of six decrees to port.

WEST VIRGINIA Eleventh and last section of large patch is being fitted to
sap. Barges with materials
for mixing concrete and equipment for pouring sax= are
Low alongside the ship.
Divers re-cutting hole in the shaft alley to drain water
into aviation stores
where pump is set. Continued opening drain valve
between fire and engine roots in after section.

RECOVERED Cleaned seven electric motors and 500 dishes.
MATERIAL
LOT No. 1

THRESHER Arrived Berth 1 for overhaul.

YO43 Work completed and craft departed, repairs to
steering mechanism.

SUNNADIN Arrived Berth 3 for routine boiler cleaning.

PENSACOLA Undocked drydock No. 1 and went to Berth 13 for
completion of work.

YO473 Arrived Berth 12 for alterations so lighter can be
used as a flattop lighter without sides or removable
sides.

Completed.

YF262

2 May, 1942

ARIZONA Continuing to remove wreckage. Surveying underwater area to check extent of damage.

OGLALA Pumping of mud from starboard side of ship continued. Divers are cutting bilge keel away from damaged area. Pacific Bridge Company now working on patches for three ruptures in port shell at frames 67 - 72.

WEST VIRGINIA Last section of large patch is being secured. Divers are burning two holes in bulkheads at clout frame 124 in the port inboard shaft alley for drainage to pumps. Divers are opening doors and hatches on starboard side at frame 62 on second and third decks.

RECOVERED Wire brushed and
MATERIAL, LOT No. assembled 10 chairs. Cleaned 300 dishes and 500 lamps.

1

REED BIRD Arrived berth 20 for repairs to rain engine and other repairs.

PENSACOLA Completed and ship departed.

May 3, 1942

ARIZONA Divers continued cutting or handling room deck and about three inches remains to be cut. Divers are closing vents in Turrets III IV magazines. General underwater survey of damage is continuing.

OGLALA Divers are cutting away bilge keel from damaged area, also found another hole about five feet long in damaged area. Pumping of mud from star-board side continued.

WEST VIRGINIA Concrete seal was poured in patch between frames 43 and 52. This work is about 89% complete. There are a total of six electric pumps now in position and in operation. Sand locker was pumped dry and manhole covers to peak tanks on Main, second and third decks were removed. Tanks were found dry. The ship is dry from frame nine forward area from the upper deck to the hold.

RECOVERED MATERIAL LOT No. 1 Cleaned 3 filing cabinets and 150 dishes. Sent Shop #72 for painting, repairs, etc., 186 crew berths and 63 are berths.

KEOSANQUA Arrived Berth 13 for installation of 20 m.m. guns.

SS VER?ER Arrived Berth 15 for emergency repairs to fire damage, wiring and piping.

May 4, 1942

ARIZONA Divers removed plate from Turret III handling room. All vents have been closed in Turret III and IV magazines, Awaiting completion of pump assembly and necessary staging, to start pumping after magazines.

UGLALA Continued cutting away bilge keel in way of damaged area. Air siphon will be used to remove mud in way of patch. Pacific Ridge now working on sections of cofferdam fence.

WEST VIRGINIA All concrete work on patch between frames 43-52 completed. Divers are working on the patch so it will be more secure. Ten inch gasoline pump set at frame 90 on port side and is taking suction from the third deck.

RECOVERED Cleaned 500 electric light bulbs and
MATERIAL 50 crew locker drawers. Work is being
LOT No. 1 retarded due to lack of working parties.

YG17 Arrived at Berth 11 for overhaul of engines, repairs to garbage hoppers, install gun mounts.

GUDGEON Undocked Dry Dock No. 1, went to Berth 1 for completion.

McFARLAND

Undocked Dry Dock No. 1, went to Berth 13 for completion.

??? Docked Dry Dock No. 1.

CHITON Docked Dry Dock No. 1.

??? Arrived Berth 6 for urgent repairs.

May 5, 1942

ARIZONA Started building platform and supports for electric pumps. Divers started moving bombs from third deck to topside.

UGLALA Gaylor was taken away this morning. Divers are working on removal of bilge keel. The air siphon is secured to the paravane boom kingpost and all be used from that point to expedite washing mud away from the area of the patch. Divers are closing valve openings in hull. Work on cofferdam sections continued.

WEST VIRGINIA Divers are burning a larger hole in the first platform at frame 124 to accommodate the electric pump. The original hole burned was found to be too small. Divers are working on the large patch between frames 63- 99 making it secure and plugging all holes in the concrete form.

RECOVERED Cleaned 300 electric light bulbs and 20 crew locker drawers.
MATERIAL Cleaned and refilled cleaning tanks.
LOT No. 1.

C??? Arrived Berth 13 for installation of 4 single depth charge throwers and 40 tons ballast.

SICARD Work completed and ship departed.

INDUSTRY Arrived for repairs to magnetic cable.

May 6, 1942

ARIZONA Continued work on installation of deep well pump in Turret III. Removed 32 - 100 pound bombs from the ship and delivered same to Naval ammunition Depot. Removed top half of foremast.

UGLALA Divers from ORTOLAN are washing away mud and coral in way of the patch. Work is also progressing on cofferdam sections.

WEST VIRGINIA Continued with burning of hole for deep well pump pump at frame 124 on first platform. Continued with the securing of large patch. Divers are plugging all ports under water or immediately above the surface of the water. Preparations made for pouring concrete tomorrow.

RECOVERED MATERIAL LOT No. 1 Issued to CALIFORNIA 4 chairs, 51 mess tables 130 mess benches. Received from the CALIFORNIA 20,000 lockers, 48 steaming lockers and 17 crew lockers. Cleaned 146 dishes. Lack of working parties is retarding the work accomplished.

GAMBLE Arrived Berth 2 for docking to repair serious F.O. leaks.

??TION Arrived Berth 10 for repairs to cable.

INDUSTRY Repairs to magnetic cable completed and ship departed.

ALLEN Installation of 2 gate valves completed; ship departed.

May 7, 1942

ARIZONA Removed and sent to Naval Ammunition Depot 22 - 100 pound service bombs. Installed deep well pump in Turret III. Continued to remove wreckage and to survey damage.

UGLALA Divers are clearing the mud in way of the patch. Work is being slowed down due to lack of a derrick. Work continues on frame for patch and cofferdam sections.

WEST VIRGINA Making general preparations for removing main battery projectiles from turrets as soon as water level permits. Divers continued to burn the hole on the first platform at frame 124 for the deep well electric pump. Divers are closing ports and plugging scuppers and drains on the starboard side. Concreting of large patch has begun.

RECOVERED MATERIAL LOT No.1 Due to the lack of men no cleaning work was accomplished. Restowed materials in warehouse and stacked materials received from CALIFORNIA.

PRESTIGE Repairs to cable completed and ship departed.

CHEW Arrived for urgent repairs.

GAMBLE Undocked dry dock No. 1, went to Berth 6 for completion.

CURTISS Undocked Dry Dock No. 1, went to Berth 21 for completion.

May 8, 1942

Finished shoring and installing deep well pump. Awaiting delivery of generator and panel board for operation of pump.

ARIZONA Divers are continuing with the removal of mud in way of the patch. Boom from the ORTOLAN is being used to handle the patch frame. Gaylord bent drive shaft on hoist and will be unable to report for work until Tuesday. Two sections of cofferdam nearing completion. Yard caulkers and carpenters were taken away. Six seamen were sent to caulk but are not very expert. Unable to get working party to handle sand and other material.

WEST VIRGINIA The patch between frame 63 - 99 was completely concreted. This patch took 225 cubic yards of concrete. The patch between frame 43 - 52 took 100 cubic yards of concrete. Divers are continuing to plug open portholes, scuppers and drain. Divers are working at burning a hole in the first and second platforms at frame 124 to accommodate an electric deep well pump.

RECOVERED MATERIAL LOT No.1. No working party available, Continued with restowing of material in warehouse and cleaning up lot.

PLUNGER Undocked Floating Dry Dock YFD2, went to Submarine base for batteries.

NAUTILUS Docked Dry Dock No. 1.

THRESHER Docked Floating Dry Dock No. 1

KEOSANQUA 20 M.M. guns installed and ship departed.

CHEW Repairs completed and ship departed.

May 9, 1942

ARIZONA Completed installation of deep well pump in Turret III. Underwater survey of damage is continuing.

OGLALA Divers are applying battens to determine shape of the patch. Work on the cofferdam sections is progressing satisfactorily.

WEST VIRGINIA Deck in galley and scullery were concreted for sanitary reasons and also to make it easier to walk on. Divers continued to close ports and plug drains and scuppers on the starboard side. Divers are wedging up the patches between the vertical "I" beams in the patch and the bottom of the armor so there will be no movement when pumping operations cause pressure on the patch.

RECOVERED Continued arranging material in warehouse and
MATERIAL lot preparatory to receiving material from the
LOT NO.1 WEST VIRGINIA

MARINE RAILWAY Undocked Floating Dry Dock YFD2.
CARRIAGE

May 10, 1942

ARIZONA Completed tests on generator and pumping operations started to unwater magazines of Turret III.

OGLALA First two sections of cofferdam are due for delivery Monday morning, June 11, 1942. Manufacture of patch continuing.

WEST VIRGINIA Divers are continuing to close ports and plug drains and scuppers on both port and starboard side. Divers are continuing to shore and wedge the patches.

RECOVERED Completed work in warehouse and lot rearrangement.
MATERIAL Cleaned approximately 200 electric light bulbs,
LOT No. 1 and unloading lighter #470 of material from WEST VIRGINIA. No working party from Receiving Ship.

ONTARIO Docked Floating Dry Dock YFD2.

SOHLEY Arrived for repairs to TBS transceiver vacuum tubes, etc.

WHITNEY Work completed and ship departed.

May 11, 1942

ARIZONA Started pumping Turret III. Divers are continuing to check vents and openings. Underwater survey continuing. Piling being driven for berth outboard of vessel.

OGLALA Two sections of cofferdam are now alongside on barge. Pacific Bridge Company men continuing work on same. ORTOLAN crew continuing work on patch.

WEST VIRGINIA Continued with securing of patches. Building fence on top of patches to keep water out at high tide. Continued with plugging of drains, scuppers and shrapnel holes. Electric pump at frame 124 placed in operation to circulate gaseous water out of the ship.

RECOVERED Cleaned 125 electric light bulbs and completed
MATERIAL with unloading of lighter #470 of material from
LOT No. 1 WEST VIRGINIA.

NASHVILLE Arrived and docked Dry Dock No. 1, for repairs
To wheels and rudder.

CINCHONA Arrived for repairs.

CLARK Work completed and ship departed.

SUNNADIN Work completed and ship departed.

May 12, 1942

ARIZONA Continued with the unwatering of magazines of Turret III and making preparations for removal of ammunition, etc. Continued interior inspection on the starboard side. Cutting on damaged hull sections will be resumed tomorrow.

UGLALA First section of cofferdam is being placed today. Work continued on the construction of cofferdam sections and patch.

WEST VIRGINIA Final preparations were made for pumping, and patches, ports, drains, etc., were rechecked. Pumping commenced at 1030 this morning and the water level began to drop immediately. By noon pump at frame 13 had discharged all water from that part of the ship and lost suction. Numerous large leaks showed up and were gradually closed off. Pumped down to several feet above the second deck.

RECOVERED MATERIAL LOT No. 1 Cleaned 800 dishes and 200 light bulbs. Continued with unloading of lighter.

SOHLEY Repairs completed and ship departed.

GAMBLE Repairs to propeller and boiler tubes completed and ship departed.

CARRIAGE LIGHTER, (YO17) Repairs completed and craft departed.

May 13, 1942

ARIZONA Continued with underwater survey and clearing of wreckage.

UGLALA Two sections of cofferdam are now in place and two more sections will be delivered tomorrow morning. Work continues on the construction of patch and cofferdam sections, Although there is a shortage of woodworkers.

WEST VIRGINIA Will begin removal of 16" projectiles from Turret III in the morning. Pumping operations continued and the water level is receding rapidly. Miscellaneous small leaks and some loose ports were discovered and remedied. Work can be carried on on the second deck without respirators between frames 87-131 and with respirators between frames 27 - 87.

RECOVERED Cleaned 300 electric light bulbs and cleaned up
MATERIAL lot. Lack of working parties retards work.
LOT No. 1

GREBE Completed and departed.

C??NGA Arrived Berth 18 for repairs.

May 14, 1942

ARIZONA

Continued with compartmental inspection and underwater survey of hull damage. Clearing of wreckage was also continued.

UGLALA Erecting and modeling cofferdam sections seems to be the bottleneck for work on the UGLALA at present. More carpenters and caulkers will be available Monday. Work continues on patch. Divers are clearing deck for the placing of cofferdam sections.

WEST VIRGINA All pumping operations continued.
Water level is down below the armor inside of the large patch. Removal of water discloses that side structure above armor bolt is badly wrecked due to three near-misses. The armor belt itself is badly out of alignment. Miscellaneous holes, cracks, etc. were plugged.

RECOVERED Cleaned 200 electric light bulbs and received
MATERIAL and stowed 20 drums of cleaning fluid.
LOT No. 1 No working party available.

CGC WALNUT Docked Ard2 for installation of underwater sound gear.

NASHVILLE Undocked Dry Dock No. 1, work completed and ship departed.

May 15, 1942

ARIZONA Continued pumping in Turret III. Divers are still finding holes and open vents which must be closed. Underwater survey being continued.

OGLALA Construction of cofferdam section for OGLALA is fairly well straightened out and the sections are coming through at the rate of two per day. Four sections of cofferdam are now secured.

WEST VIRGINIA The electric pump in the hatch at frame 41 on the port side was removed to the small patch. This caused the water level in the patch to lower more rapidly. There still remains some leak in the small patch that has to be located and stopped. A six inch pump was set in the machine shop at frame 58 to take suction in the forward engine room. The urinals and heads in the sick bay were found to be letting in quite a bit of water. This indicated that the plug in the drain on the ship's side has come out.

RECOVERED Cleaned approximately 200 light bulbs. This completes same.
MATERIAL
LOT No. 1 Continued with unloading of lighter of material from WEST VIRGINIA.

KEOSANQUA Overhaul completed, ship departed.

May 16, 1942

ARIZONA Continued with the pumping of Turret III. Underwater survey was Continued and clearance of wreckage was proceeded with.

UGLALA Due to lack of carpenters and caulkers constructing cofferdam sections is lagging a bit and only permits the setting of less than two sections per day. Continued with the securing and fitting of patch.

WEST VIRGINIA Pumping operations continued. The stern has risen but thus far the ship is not fully afloat. There is no change in the list. Water in engine and firerooms has dropped about three feet and is receding slowly. Number two fireroom is badly damaged and cannot be entered through the machine shop due to wreckage. Started removing main battery shells from Turret IV. Removed 67 - 16" shells.

RECOVERED Delivered electric light bulbs to the plating
MATERIAL shop. Cleaned approximately 30 dishes. No working
LOT No. 1 party available.

PROGRESS Arrived berth 10 for removal and replacement of
cable.

VERMAR Completed repairs to tire damage, wiring and piping.
ship departed.

May 17, 1942

ARIZONA Continued with the pumping of Turret III.
Proceed with underwater survey and the removal
of topside wreckage.

UGLALA All phases of the work on the UGLALA to prepare
the ship for raising progressed favorably.

WEST VIRGINIA Pumping operations continued with the stern
rising about ten inches. Bow draft and list
remain unchanged. To date approximately 30,000
gallons of fuel oil removed by Wheeler system.
Twelve bodies were recovered today bringing the
total to forty-nine. Divers are continuing to
check ship for leaks.

RECOVERED Cleaned and painted ten desk drawers and cleaned
MATERIAL 24 water classes. Cleaned up lot. No working
LOT NO. 1 party available.

PROGRESS Completed and departed.

ALLEN Arrived for urgent repairs and alterations of
urgent military necessity.

McFARLAND Overhaul completed and ship departed.

May 18, 1942

ARIZONA Continued with underwater survey and the removal of topside wreckage. It was found that bulkhead 78 is structurally sound from the hold to the third decks. Continued with pumping of Turret III. Removed 50 - 14" service projectiles from Turret IV.

OGLALA Bow section for the OGLALA is now being built and should be in place tomorrow. Patch *a the port bilge is being placed and divers report that the fit is excellent. Gaylord assisted in removing pontoons #1, 2 and 3 from OGLALA.

WEST VIRGINIA Pumping operations continued and the stern rose one foot, four inches. List is three degrees and forty-two minutes. Ship declared afloat at 1500 on May 17, 1942. Five bodies recovered today making a total of fifty-four to date. Some store-rooms on the starboard side of the ship were opened and found to contain gas. Removed 46 cans min battery powder from Turret I.

RECOVERED Cleaned 135 dishes and received twelve heating
MATERIAL coils from the CALIFORNIA. No working party
LOT No. 1 available.

MEDUSA Completed and departed.

SOHLEY Arrived Berth 6 for urgent repairs and to complete work started.

May 19, 1942

ARIZONA Continued with underwater survey and removal of wreckage.

UGLALA

Four more carpenters and caulkers reported at the coal dock today. Bow section and two portside sections are scheduled for delivery today. Continued with securing of patch.

WEST VIRGINIA

All pumping operations continued with list changing to two degrees fifty-four minutes. The stern rose, and is now up about 24 feet and the bow 1 ½ feet. Five bodies were removed today totaling fifty-nine to date. Fire and bilge pumps in the two engine rooms were connected to air supply and placed in operation. The forward engine room is pumped down below the floor plates. All 16" shells have been removed from turrets. Removed 83 cans 16" powder.

RECOVERED
MATERIAL
LOT No. 1

Cleaned 265 dishes. Issued all CALIFORNIA officers mess gear to the CALIFORNIA. Cleaned up warehouse. No working party available.

WALNUT

Undocked ARD2, went to Berth 20 for completion.

PELIAS

Completed interim overhaul and departed.

May 20, 1942

ARIZONA

Replaced deepwell pump and impeller on Turret III. Pump now holding water at an 18" level in handling room. Continued with underwater survey and the removal of topside wreckage.

UGLALA

Bow section of cofferdam was placed and then removed on account of a slight misfit. Construction work on sections at the coal dock is proceeding favorably and there should be so delay in that phase of the work.

WEST VIRGINIA

Pumping operations continued and draft forward is now 49 feet and aft 38 feet 7 inches. List is now 3 degrees 45 minutes to port. Two bodies were recovered bringing the total to 61 to date. Wheeler system removed 61,625 palms of loose oil to date. Will begin pumping fuel oil from port tanks this afternoon.

RECOVERED Unloaded lighter #270 of material from the WEST VIRGINIA
MATERIAL and stowed reclaimable gear in lot. No working
LOT No. 1 party available.

BOBOLINK Arrived berth 14 for overhaul, minor repairs, realign
main engine.

SOHLEY Completed and departed.

May 21, 1942

ARIZONA Continued with underwater survey and removal of topside wreckage. Installed new impeller on deepwell pump in Turret III.

ALA Bow section of cofferdam secured and barge moved inboard to work on the port sections. Pontoons are being cleared away and loaded on barge. All pontoons are detached from ship and no increase in list developed.

WEST VIRGINIA preparations are being made to remove ammunition. Pumping operations continued, bow up 3 feet 4 inches and stern up 3 foot 6 inches. Firerooms are pumped dry. Total bodies recovered to date is 63. Started pumping fuel oil tanks on the port side. Contents proved to be about 95 percent water. Considerable gas was found in the trunk between frame 30 - 31 on the port side, This leads to S.D.Storage compartments where there is protective clothing, gas masks, etc. which generate gas.

RECOVERED
MATERIAL
LOT No. 1 Cleaned 250 dishes. Delivered all gas bottles to the gas house. Unloading lighter #429 of material from the WEST VIRGINIA.

CHEW Arrived Berth 6 for two days for urgent repairs.

CGC TANEY Completed and departed.

May 22, 1942

ARIZONA Continued pumping operations in Turret III.
Underwater survey and removal of topside wreckage was also continued.

OGLALA Two sections of cofferdam are being installed today.
Construction of cofferdam sections is proceeding favorably. Thirteen sections have been installed to date.

WEST VIRGINIA Removed 491 - 16" powder cans from forward and after groups. Pumping operations continued and the draft forward is now 45 feet and aft 38 feet 5 inches. Continued with the pumping of fuel oil from ship's tanks. Divers continued patching leaks in patches, etc.

RECOVERED Completed unloading of lighter #429 of material from the
MATERIAL WEST VIRGINIA.
LOT No. 1

NAUTILUS Undocked Dry Dock No. 1, repairs F.O. leaks completed, ship Departed.

THRESHER Undocked Dry Dock No. 1, went to Berth 1 for completion of overhaul.

YD69 Completed installation F.O. and water tanks, crane foundation, etc.

May 23, 1942

ARIZONA Continued with underwater survey and removal of topside wreckage. Installed diesel drive head on deep well pump. Will resume pumping on Turret III in morning.

UGLALA The barge crew spent the day tearing away obstructions in way of the cofferdam sections. Construction of cofferdam sections continued.

WEST VIRGINIA Removed 690-16" powder cans from fore and aft magazines. All pumping operations continued. Forward draft now 42 feet and aft 38 feet 10 inches. Continued with the removal of fuel oil from the ship.

RECOVERED Cleaned 250 dishes and cleaned up warehouse.

MATERIAL No working party available.

LOT No. 1

CHEW Completed and departed.

WARD Arrived for miscellaneous repairs Bert. 6.

May 24, 1942

ARIZONA Continued with underwater survey and removal of wreckage. Resumed pumping of Turret III.

UGLALA Two sections of cofferdam secured today. The confidential safe from the UGLALA was recovered and turned over to Lt. Paul Nelson for disposal of contents. This was under orders of Certain Hull.

WEST VIRGINIA Removed 356 - 16" powder cans 45 16" projectiles. All battery powder has been removed from forward magazines. Pumping operations continued and the mean draft is now 39 feet. Removal of fuel oil continued. Three bodies were recovered bringing the total to 66.

RECOVERED Cleaned four radio receivers and eight crew
MATERIAL mess tables. Installed additional heating coil
LOT No. 1 in cleaning tank.

HONOLULU Arrived Berth 12, for work on fire main.

GUDGEON Completed and departed.

May 25, 1942

ARIZONA Continued with underwater survey and the removal of topside wreckage. Continued with the pumping of Turret III and are making preparations to remove 14" shells from shell circle of Turret III.

OGLALA One section of cofferdam was installed today. It was necessary to clear away a wooden cabin and remodel the section of the cofferdam. Sixteen sections now installed.

WEST VIRGINIA Pumping operations continued and the draft forward is now 39 feet and aft 38 feet 3 1/2 inches. Fuel oil is being pumped from starboard tanks with approximately 600,000 gallons having been removed to date. An estimated 400,000 gallons remaining. Wheeler System has removed a total of 70,500 gallons of oil from the surface of the water. Removed 187 - 16" powder cans from after group and 91 - 16" projectiles from forward group.

RECOVERED Unloaded lighter #88 of material from the WEST VIRGINIA.
MATERIAL No working party available.
LOT No. 1

PLUNGER Completed and departed.

25 May 1942

ALLEN Arrived - 17 May Complete - 28 May
DD66

Repair anchor engine, clean and inspect F.O.
tanks, #3 and #4 fire bilge pumps,
repair main circ. pump engine,
NC-1 radar ??? underwater sound.

CANANGA Arrived - 13 May Complete 29 May
AC42

A large number of conversion items and repairs
are needed. Yard is undertaking work possible
in limited availability period.

CINCHONA Arrived - 11 May Complete - 25 May
YN7

Urgent miscellaneous repairs, availability extended.

REED BIRD Arrived - 2 May Complete - 12 June
AMc30

Repairs to main engine, remove refrigerator unit to
engine room, mooring bitt, additional
support for 5 M.M. generator.

WARD Arrived - 23 May Completed - 26 May
DD139

Install ring mounts, supplementary exhaust
ventillation in all officers' rooms, pantry and office.

SOTOYOBO Arrived - 3 Nov. 1941 Complete - 1 August
YY9 Dock - 9 April Undock - Indefinite

Completely rebuild hull and machinery after battle damage.
Work being done by Pearl Harbor Repair and Salvage Unit.

YO473

Arrived - 1 May Complete – Indefinite

Alterations so lighter can be used as a flat top lighter without
sideboards or removable sideboards.

Pearl Harbor Repair and Salvage Unit doing work.

25 May, 1942

COMPLETED AND DEPARTED

<u>SHIP</u>	<u>DATE</u>
GUDGEON (SS211)	- 24 May
MEDUSA	- 18 May
NAUTILUS (SS168)	- 22 May
PELIAS (AS14)	- 19 May
CCC TANEY	- 21 May
SOHLEY (DD103)	- 20 May

Arrived 18 May - Completion of
items of work not accomplished last
availability.

COMPLETED

FLOATING DERRICK YD69 - 22 May

EXPECTED ARRIVALS

<u>DATE</u>	<u>SHIP</u>	<u>NATURE OF WORK</u>
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BOGGS	Removal boiler and installation oil tanks.	
YORKTOWN	Unknown	
MORRIS	Propeller repairs.	
CHEW	Alterations	1 June - 22 June
HULBERT	Docking, echo ranging equipment	indefinite
KUKUI	Overhaul	25 May - 30 June
NAVAJO	Docking, echo ranging equipment	Indefinite
POLLACK	Overhaul	
RAIL	Docking, echo ranging equipment.	Indefinite
ROBIN	Docking, echo ranging	Indefinite
SHAW	Docking, echo ranging	Indefinite
TERN	Docking, echo ranging	Indefinite
TRITON	Overhaul	Indefinite
TROUT	Overhaul	Indefinite
SEMINOLE	Overhaul	5 June

May 26, 1942

ARIZONA Continued with pumping of Turret III. and making further preparations for the removal of shells from same. Underwater survey and the removal of topside wreckage was continued.

OGLALA section of cofferdam was installed this date bringing the total installed to seventeen.

WEST VIRGINIA All pumping operations continued. The draft is now 37 feet forward and 7 feet 9 inches aft. Continued with the removal of fuel oil from starboard tanks. Two diesel driven deep well pumps were installed, one in each patch. The controllability of these pumps gives them some advantage over the electric driven ones. Removed 347 - 16" powder cans from after group, All main battery powder. now removed. Removed 32 - 16" projectiles from after group.

RECOVERED Completed unloading of lighter #88 and cleaned
MATERIAL same. Cleaned 25(dishes and one diving dress.
LOT No. 1

WARD Completed and departed.

CGC WALNUT Completed and departed.

May 27, 1942

ARIZONA continued with underwater survey and the removal of topside wreckage. Lumping of Turret III was also continued. Divers are plugging Moving projectiles from circle deck to gun pit in Turret .

OGLALA One section of cofferdam placed this date. Divers continued the removal of obstructions in way of cofferdam sections.

WEST VIRGINIA Pumping operations continued. Draft forward 37 feet 4 inches and aft 37 feet. Approximately 700,000 gallons of fuel oil has been removed to date. One body recovered bringing the total to 67. Tools are being removed from the machine shop and treated with tectyle. Removed 59 - 16" projectiles from after groups Moving 5"/51 shells from port side of third deck to vicinity of starboard side hoist.

RECOVERED Cleaned 285 dishes. No working, paravailable.
MATERIAL
LOT No. 1

MORRIS Arrived and docked Dry Dock NO. 3, replace starboard propeller. Note: LoX.; is the 1st vessel to dock in DD#3.

YORKTOWN Arrived Berth 16, for docking and underwater repairs, etc.

May 28, 1942

ARIZONA Underwater survey and the removal of topside wreckage web continued. Continued with the pumping of Turret III and moving of projectiles tram circle OW to gun pits of Turret III.

OGLALA Installed one section of cofferdam making a total of nineteen. Divers continued with the removal of took obstructions near the stern.

WEST VIRGINIA Pumping operations continued and the mean draft is now 36 feet 10 inches. Continued with the opening of port side voids and pumping down of same Ship's force started to remove stores from the third deck, aft. Removed 22 - 16" projectiles from forward group, 32 - 100 lb. service bombs from aft and 2035 - 5'151 shells from third deck. On 26 May discovered the air flask of a Japanese torpedo on the 2nd deck in the 1 barbershop area.

RECOVERED Cleaned 500 dishes. Lo working party available.
MATERIAL
LOT No. 1

ALLEN Completed and departed.

YORKTOWN Docked Dry Dock No. 1.

ONTARIO Undocked YFD-2 to Berth 2 for completion of overhaul.

CINCHONA Completed and departed.

CURTISS Completed and departed.

CGC KUKUI Arrived Berth 18 for overhaul

MORRIS Undocked Dry Dock #3 ; completed and departed.

HONOLULU Completed and departed.

May 29, 1942

ARIZONA Continued with underwater survey and the removal of wreckage. Continued the moving of 14" shells. Divers closed hatch leading into port trunk and now we are able to pump below the handling room deck in Turret III.

OGLALA section of cofferdam installed this date. Divers are continuing clearing the decks to facilitate the placing of cofferdam sections.

WEST VIRGINIA Pumping operations continued, with the mean draft at 7 feet 6 inches. An attempt was made to blow the outboard forward voids on the port side. This was unsuccessful due to the fact that the gasket under the bolted plate on the third deck leaked badly and the air pressure could not be held. Removed 740 - 5"/51 service projectiles, 200 5"/51 S.S., ., 32 - 100 lb. bombs, 200 - 1/2 lb. TNT blocks and 1116-5"/51 powder cans.

RECOVERED Cleaned 2 oxygen bottles, 3 acetylene bottles
MATERIAL and 1 CO₂ (50 lb.) fire extinguisher. Cleaned
LOT No. 1 500 dishes.

??NN Arrived, docked and undocked Dry Dock No. 3, sound gear repairs, completed and departed.

C??NGO Completed and departed.

YORKTOWN Undocked underwater repair, completed and departed.

May 30, 1942

ARIZONA Continued with underwater survey and the removal of wreckage. Making preparations to remove main battery powder from Turret III magazines.

UGLALA

Cofferdam carpenter crew has two sections to put outriggers on and stern section to build. Difficulty experienced in getting adequate showing against deck houses.

WEST VIRGINIA

All operations continued. The mean draft is now 36 feet 1 1/2 inches. Attempts are still being made to blow some of the undamaged voids but due to leaky gaskets have been unsuccessful to date. Continued with the pumping of fuel oil and removal of stores. Removed 1063 – 5”/51 powder cans, 199-5”/51 shells.

RECOVERED
MATERIAL
LOT No. 1

Cleaned 4 floor lamps, 300 knives and forks. Delivered 5 gas bottles to gas house and received 14 (50 lb.) CO₂ fire extinguishers (recharged).

31 May 1942

ARIZONA

Operations continued.

UGLALA

Operations continued.

WEST VIRGINIA

Operations continued.

RECOVERED
MATERIAL
LOT No. 1

Operations continued.

GERONIMO

Arrived, Berth 7, completion degaussing installation and main engine repairs.

AUTHENTICATED:

R.W. PAINE

By direction

June 1, 1942

Continued with underwater survey and removal of topside wreckage. Divers also removed some wreckage in way of general workshop to facilitate survey.

One section was secured on the starboard side. All holes burned for next section on port side. Construction crew building stern sections.

Pumping operations continued. The mean draft is now 35 feet 3 inches. Three outboard voids on the port quarter have been blown and are free of water. Continued with the removal of fuel oil. Some of the fresh water in the double bottoms is being pumped out. Removed the following: 861 - 5"/25 shells, 82 - 50 cal. boxes, 1 - 16"/45 replacement sample, all landing force gear (turned in to Bldg. 171) and fire control and optical gear (turned in to Shop t51).

RECOVERED Cleaned two five gallon water beakers and two
MATERIAL. eight gallon beakers. Cleaned 600 dishes.
LOT NO.1

RHEA Arrived Berth 14, installation degaussing coils.

OPEN LIGHTER Docked DD#3, underwater repairs.
YC473

FLOATING Arrived and docked DD#3, underwater repairs.
DERRICK
YPD16

FLOATING PILE Arrived and docked DD#3, underwater repairs.
DRIVER
YPD16

STEVEDORING Arrived and docked DD# 3, underwater repairs.
BARGE
YS96

STEVEDORING Arrived and docked DD#3, underwater repairs.
BARGE
YS97

June 2, 1942

ARIZONA Continued with underwater survey and the removal of topside wreckage.

OGLALA Two sections of cofferdam were installed this date making a total of 24' sections installed. Construction crew will be used to do the shoring as soon as construction work is completed.

WEST VIRGINIA Pumping operations continued. The mean draft is now 35 feet. An attempt was made to lower the water level in the steering gear room by means of air pressure but due to the amount of fuel oil from the ship two outboard voids on each side forward have been blown and three aft on the starboard side and five aft on the port side. Removal of 5 inch ammunition was also continued.

RECOVERED Wire brushed 8 ward room chairs, cleaned 8
MATERIAL sections of boiler sheathing and cleaned 250 crew
LOT No.1 salt and pepper dispensers. Issued miscellaneous
ward room mess gear and crew mess gear to the
atzuoixik.

KASKASKIA Arrived Berth 21 for approved alterations and
repairs.

June 3, 1942

ARIZONA Continued with underwater survey and removal of
topside wreckage. Preliminary inspection
of port engine room showed no extensive damage.
Preparations are being made for the location
of an inspection tunnel under the forward portion
of the ship.

OGLALA One section of cofferdam was installed this
date. Twenty-five sections are now in place.

WEST VIRGINIA Pumping operations continued. Draft forward is
now 33 feet 11 inches and aft 35 feet 10 inches.
Three more outboard voids aft on the starboard
side were blown. Continued the removal of fuel
and stores. Removed 906 - 5V25 shells, 691
boxes of small arms ammunition and miscellaneous
spare parts and ordnance gear. A ten-inch gas
pump is being installed to pump water from outside
the ship into the meat locker, and an electric
pump is being placed to discharge water from
this compartment. By using this method it is planned
to pump most of the meat, etc., overboard.

RECOVERED Issued to Shop #11: 21 metal hatch covers and 2
MATERIAL accommodation ladders. Issued to the CALIFORNIA.
LOT NO.1 2 metal tables and 1 aluminum chair. Cleaned
4 desks, 250 salt and pepper dispensers and 500
pieces of silverware.

OPEN LIGHTER. Undocked DD#3, to Berth 11 for completion of work.
YC473

FLOATING DERRICK Undocked DD#3, completed and departed.
YD69

FLOATING PILE Undocked DD#3, completed and departed.
DRIVER
YPD16

STEVEDORING Undocked DD#3, completed and departed.
BARGE
YS96

STEVEDORING Undocked DD#3, completed and departed.
BARGE
YS97

HARBOR TUG Arrived and hoisted out, place on dock at Berth 12.
YT153

June 4, 1942

ARIZONA Continued with underwater survey and removal
of topside wreckage. Approximately 100 tons
of wreckage has been removed from the starboard
side forward.

OGLALA One section of cofferdam set this date. All
work proceeding, but there has been a delay in
getting stern section of cofferdam in place due
to break down of crane in the field.

WEST VIRGINIA Pumping operations are being continued. Draft forward is now 33 feet 2 inches and aft 35 feet 6 inches. Emergency patches are alongside the ship on lighter. Total number of 15 outboard voids have been blown. Ones on the starboard side have been made ready for quick flooding. Continued with the removal of wreckage from port side. Removed 109 boxes small arms ammunition, 4 - 5"/51 projectiles, 698 - 5"/25 cartilages, 284 boxes of 3"/50 cal., and also miscellaneous ordnance gear.

RECOVERED Cleaned and wire-brushed twenty chairs. Cleaned
MATERIAL. and polished four hundred pieces of silverware
LOT NO.1 and also cleaned one operating table,

RHODOLITE Arrived Berth 6, urgent repairs.
PYc19

KASKASKIA Completed and departed.

June 5, 1942

ARIZONA Continued with underwater survey and removal of topside wreckage. A small derrick sooty is being rigged to handle mud siphon for inspection tunnel under forward hull.

UGLALA Attempted to set stern section but this was impossible due to improper framing. Sections AP4 and AS4 will now be placed before the stern section.

WEST VIRGINIA Pumping operations continued and draft forward is now 33 feet and aft 35 feet 7 Inches. Ship's force continued with the removal of provisions and stores. All ammunition has been removed from the ship. Yard workmen are continuing to remove wreckage on the boat, main and third decks.

RECOVERED Cleaned, wirebrushed and reassembled fifteen
MATERIAL. chairs and cleaned four office desk tops.
LOT NO.1

June 6, 1942

ARIZONA Continued with underwater survey and the removal of topside wreckage. Resumed operations for the removal of the main battery ammunition.

UGLALA Set sections of cofferdam AP4 and AS4. Stern section was revamped to meet existing conditions. Wheeler System is removing oil from forward sections inside cofferdam.

WEST VIRGINIA All pumping operations continued. Draft forward is now 32 feet 4 inches and aft 35 feet. Continued with removal of provisions, stores and port side wreckage. Seventeen outboard voids have been blown and twenty inboard voids.

RECOVERED Cleaned and wirebrushed 15 chairs and 5 sections
MATERIAL. of grating. Working party only in the morning.
LOT NO.1

THRESHER Redocked Dry Dock No. 1 for installation of stern planes, testing forward trim tank and blanking off obsolete discharge lines.

RHODOLITE Completed and departed.
PYc19

HARBOR TUG Placed overboard, completed and departed.
YT153

June 7, 1942

ARIZONA Continued with underwater survey and removal of topside wreckage. Continued preparations for removing ammunition from Turret III.

UGLALA Last section of cofferdam was placed this date. Wheeler System continued the removal of loose oil in the bow sections. Pumps are being made ready for use.

WEST VIRGINIA Pumping operations continued and the draft forward is now 32 feet 5 inches and aft 34 feet 3 inches. Continued with the removal of port side wreckage, provisions, stores, fuel oil and ordnance spares and equipment. Ready for the removal of turret top plates. Awaiting crane to proceed with above.

RECOVERED MATERIAL, LOT NO.1 Cleaned 5 sections of grating. No working party available.

CALIFORNIA Undocked Dry Dock #2 to berth 22 for completion of work,

SOTOYOMO YT9 Undocked Dry Dock #2 to berth 4 for completion or work.

TIPPECANOE A021 Arrived Berth 21 for A.A. guns and voyage repairs.

June 8, 1942

ARIZONA Continued with underwater survey and, removal of topside wreckage. Inspection to date has revealed that center engine room has little or no damage. Continue: preparations for the removal of ammunition from Turret III.

UGLALA Continued with shoring of cofferdam and plugging leaks in same. Making preparations for the placing of gas and electric pumps.

WEST VIRGINIA Pumping operations ceased except for pumps in the two patches. Draft is 32 feet forward and 34 feet aft. Expect to get draft down to about 33 feet mean. Fuel oil is still being removed.. Removal of wreckage from the port side continued. Pumps and other gear not in operations are being removed from the ship.

RECOVERED Continued with unloading of lighter #479 of
MATERIAL. wreckage, etc., from the USS WEST VIRGINIA.
LOT NO.1

THRESHER Undocked Dry Dock #1, went to berth 2 for completion.

June 9, 1942

ARIZONA Continued with underwater survey and removal of topside wreckage. Continued preparations for removal of ammunition from Turret III.

UGLALA Continued with shoring of cofferdam and plugging of cofferdam. Two 10" gasoline pumps were set in place and had to be disconnected and released for use elsewhere.

WEST VIRGINIA Pumping operations within the patches were continued. Wreckage, trash, etc., was removed as readily as possible. Tugs came alongside at about 1230 and ship was docked approximately 1400 this date in Dry dock No. 1. Mean draft about 33 feet. Total oil removed from ship has been about 900,000 gallons still aboard. Arrangements have been made to pick up rudder as soon as crane is available.

RECOVERED Continued unloading lighter #479 and cleaned same.
MATERIAL, Only small working party available (six men).
LOT No.1

DOWNES docked Dry Dock #1.

WEST VIRGINIA Docked Dry Dock #1.

ORTOLAN Arrived Berth 2, for boiler front repairs.

BENHAM Arrived Berth 15 for urgent repairs.

June 10, 1942

ARIZONA Continued with underwater survey and removal of topside wreckage. Continued preparations for removal of ammunition from Turret III. Removed debris from magazines.

OGLALA Continued shoring and tightening of cofferdams. Sampled water taken from the third deck aft storeroom to test for toxic gas.

WEST VIRGINIA Work has begun on the removal of patches and all salvage equipment is being removed from the ship.

RECOVERED

MATERIAL Cleaned, wirebrushed and assembled twenty-five
LOT No.1 metal chairs.

June 11, 1942

ARIZONA Continued with underwater survey and the removal of topside wreckage. Started removing main battery ammunition. Yard force is installing temporary ventilation system to try to reduce the gas in Turret III.

OGLALA Continued with shoring and making cofferdam water-tight. Set and ran 3 - 10" gasoline pumps to circulate the water.

RECOVERED Cleaned, wirebrushed and reassembled 18 chairs.
MATERIAL Cleaned and polished 309 knives, 176 forks and
LOT No.1 230 spoons.

COVERED Arrived Berth 4 for repairs to steam piping.
LIGHTER
YP269

ALLEN Arrived Berth 6 for WEA repairs.

June 12, 1942

ARIZONA Continued with underwater survey and the removal of topside wreckage. Removal of ammunition from Turret III was also continued.

UGLALA Continued with shoring and plugging of cofferdam. Set two electric deep-well pumps. Continued circulation of water with gasoline pumps. Stability studies show that free surface during pumping operations does not become critical until inside level of water 1.1 about down to platform deck. Suitable steps will be taken to limit free surface at that level.

RECOVERED Issued to the CALIFORNIA 21 CPO lockers and.
MATERIAL 42 crew lockers. Cleaned, wirebrushed and assembled
LOT No.1 26 metal chairs.

GWIN Arrived and docked Dry Dock No 3 for outdoor and shutter torpedo tubes etc., undocked. and departed.

June 13, 1942

ARIZONA Continued with the underwater survey and removal of topside wreckage. Also continued with removal of ammunition from Turret III.

UGLALA Continued with the shoring and circulating of water with five pumps.

RECOVERED Cleaned, wirebrushed and assembled 25 metal chairs.
MATERIAL
LOT No.1

ALLEN Repairs completed and ship departed.

TRITON Arrived and docked Dry Dock No.3 for outdoors and shutter torpedo tubes, etc. Undocked and departed.

GERONIMO Completed and departed.

- MORRIS Arrived Berth 13 for 20 m.m. guns, repairs and approved alterations.
- ANDERSON Arrived Berth 13 for 20 m.m. guns, repairs and approved alterations.
- ASTORIA Arrived Berth 16, routine docking, urgent repairs and approved alterations.
- TIPPECANOE Completed installation A.A. guns and voyage repairs and departed.
- NEW ORLEANS Arrived and docked Dry Dock No.2 for corrections of hull leaks fwd.
- ENTERPRISE Arrived Berth 12 for machinery repairs and approved alterations.
- MONAGHAN Arrived Berth 18 for urgent repairs and approved alterations.
- MINNEAPOLIS Berth 17 for docking, urgent repairs and approved alterations,
- PHELPS Arrived berth 18 for urgent repairs and approved alterations.
- SOHLEY Arrived Berth 6 for installation of additional ordnance and other items of repair.

June 14, 1942

- ARIZONA Continued with underwater survey and the removal of wreckage. Continued removing main battery powder from turret III.

UGLALA Continued shoring operations and circulation of water
Also installed two siphons to be used for
pumping operations.

RECOVERED

MATERIAL Cleaned, wirebrushed and reassembled fifteen
LOT No.1 metal chairs.

TRIGGER Arrived and docked Dry Dock No. 3 for inspection of
underwater hull.

NARWHAL Arrived and docked Dry Dock. No.3 for painting.

OSCEOLA Arrived Berth 20 for machinery repairs and degaussing.

REED BIRD Completed and departed.

YF269 Completed and departed.

June 22, 1942

ARIZONA Continued the removal of 14" powder from Turret
III, Cutting away bolts from broadside gun #5 and
A.A. guns #2 to remove same. Continued with
underwater survey and the removal of topside wreckage.

UGALALA Pumping operations were continued and the water
receded rapidly, indicating that ship can probably
be floated within a day or two. Shoring and plugging
of cofferdam was also continued.

RECOVERED Cleaned and polished 15 tureens, 10 platters and
MATERIAL 5 coffee pots.
LOT No.1

KONSSEN Completed and departed.

ALLEN Completed and departed.

BOGGS Arrived Berth 13 for removal of #4 boiler and installation of fuel oil tank.

SOHLEY Arrived Berth 6 for miscellaneous repairs.

June 23, 1942

ARIZONA Continued removal of ammunition from Turret III, and removal of 65 broadside and #2 A.A.guns. Continued with underwater survey and the removal of topside wreckage.

OGALALA Pumping operations were continued and the ship came afloat at 0900 this date.

RECOVERED Cleaned approximately 1000 assorted dishes.
MATERIAL,
LOT No.1

NEW ORLEANS Completed and departed.

FINBACK Undocked Dry Dock No.3 and departed.

GATO Undocked Dry Dock No.3 and departed.

DRUM Arrived and docked Dry Dock NO. 3 for interim docking.

GRENADIER Arrived and docked Dry Dock No.3 for repairs to stern planes, fathometer, and negative tank flood valve.

ASTORIA Undocked Dry Dock No. 3, went to Berth 22 for completion.

CUTTLEFISH Undocked Dry Dock No. 2 completed and departed.

NORRIS Undocked Dry Dock No. 2, completed and departed.

ANDERSON Repairs completed and departed.

June 24, 1942

ARIZONA Continued with removal of ammunition from Turret III magazines, 406 - 14" cans of powder have been removed to date. Cutting on holding down bolts on broadside gun #5 and A.A. gun #2 was also continued. Proceeded with removal of wreckage and underwater survey.

UGLALA Pumping operations were continued and sand and miscellaneous weights were removed from the topside to lighten the ship and reduce draft sufficiently to enter drydock, 38 feet, instead of 42 feet previously aimed at.

RECOVERED Cleaned 500 miscellaneous dishes and straightened
MATERIAL. up warehouse.
LOT No.1

SOHLEY Completed and departed.

VIREO Undocked Floating Drydock YFD2, went to B-3 for completion, to be redocked.

STEVEDORING Work completed, undocked YFD2 - departed.
BARGE
YS86

HMNZS TUI Arrived Berth 6 for miscellaneous repairs.

MONSSEN Arrived Berth 15 for 20 m.m. guns and other repairs, Not-to-delay basis.

GWIN Arrived Berth 15 for 20 m.m. guns and other repairs on Not-to-delay basis.

NORTHAMPTON Arrived end docked DD No.2 for repairs to leak in hull

MONAGHAN Work completed and departed.

PHELPS Work completed and departed.

June 25, 1942

ARIZONA Sent to west Lock 57 - 14" powder cans. Removed 13 - 14" service projectiles from handling room of Turret III. Underwater survey and the removal of topside wreckage continued.

UGLALA Pumping operations were continued and sand removal. Was continued to lighten ship and reduce list. At 0200 the forward pumps stalled and the bow went down with a list of port. Eventually the vessel sank until it rested on the bottom with a list of about 8 degrees to starboard. The cofferdam is intact, and it is expected that vessel will be refloated within a day or two.

RECOVERED Cleaned six diving suits, seven port hole frames
MATERIAL and covers, 15 tureens, ten vinegar bottles and
LOT No.1 ten sugar containers.

SEMINOLE Docked Floating Dry Dock YFD# 2.

THORNTON Docked Floating Dry Dock YFD# 2.

June 26, 1942

ARIZONA Continued with removal of ammunition and projectiles from Turret III magazines. Underwater survey and the removal of topside wreckage was also continued.

UGLALA Damaged pumps were removed from the ship and repaired and preparations are continuing to resume pumping operations.

MINNEAPOLIS Completed and departed.

MORRIS Arrived Berth 2 for repairs to leaks in deck surfaces.

ANDERSON Arrived Berth 2 for correction to minor leaks in deck surfaces and alteration to depth charge equipment.

PRESTON Arrived Berth 2 for-repairs to reduction gear.

WARD Arrived Berth 6 for repairs to steering engine, gun shield, main fuel pump.

RUSSELL Arrived Berth 21 for A.A. battery.

June 27, 1942

ARIZONA Flooded after magazines and opened doors prior to removal of ammunition from D-406-M, D-407-M, D-409-M and D-410-M. Sent 13 - 14" service projectiles to West Lock. Continued with underwater survey and the removal of topside wreckage.

UGLALA Pumping operations were resumed and other preparations were continued for raising the vessel.

June 28, 1942

- ARIZONA Continued removal of ammunition from Turret III magazines. Lifted #5 - 5"/51 broadside gun and placed on barge. Removal of topside wreckage was continued and preparations are being made to rig air siphon to dredge tunnel under the forward part of the ship to make hull inspection.
- UGLALA Pumping operations were continued and cofferdam is being shored and plugged to stop leaks.
- NAVAJO Completed and departed.
- WARD Repairs completed and ship departed.
- HMNZS TUI Completed repairs and departed.
- HORNET Completed and departed.
- RHEA Arrived for removal of acoustic gear boom, departed.
- YC473 Yard work completed, other work being completed by Pearl Harbor Repair & Salvage Unit.
- ASTORIA Completed.
- ORTOLAN Completed.

29 June, 1942

- ARIZONA Continued with the removal of topside wreckage. Removed 31 - 14" powder cans from magazine D-410-M. The pump suction was lost due to clogging of the strainer and magazines were flooded. Divers were sent down to clear the strainer.

- UGLALA Pumping operations were continued and vessel came afloat. In the afternoon the lower wale of the stern section gave way and permitted flooding. The vessel settled down with a starboard list. Pumping operations ceased and work was started immediately to remove and repair the section that failed. Expect to reinstall stern section tomorrow.
- DRUM Undocked Dry Dock No. 3 and departed.
- GRENADIER Undocked Dry Dock and departed.
- GRAYLING Arrived and docked Dry Dock No. 3 for interim docking.
- GREENLING Arrived and docked Dry Dock No. 3.
- RUFF Arrived Berth 14 for miscellaneous repairs.
- PENSACOLA Arrived Berth 17 for 20 m.m. guns.
- SAN FRANCISCO Arrived Berth 21 for bow stiffening.

30 June, 1942

- ARIZONA Continued Operations.
- UGLALA Continued operations.
- SOHLEY Arrived berth 18 for miscellaneous repairs.
- OSCEOLA Completed and departed.
- SEMINOLE Undocked Floating Dry Dock YFD2 - went to berth 3 for completion.
- THORNTON Undocked Floating Dry Dock YFD2 - went to berth 13 for completion.

HMNZS KILLEGRAY Arrived berth 6 for repairs to main engine and pumps, and other repairs.

Authenticated:
R. W. PAINE,
Captain, U.S. Navy,
Manager.

July 1, 1942

ARIZONA Continued removal of ammunition from D-409-M. Divers are continuing work on removal of 5" A.A. guns. Removal of topside wreckage was continued.

OGLALA Pumping operations were continued. Divers were kept busy installing underwater shores and in wedging leaks.

MAURY Arrived Berth 18 for F.D. radar.

DRUM Arrived and docked Floating Dry Dock YFD2.

NORTHAMPTON Undocked Dry Dock No.2, teat to Berth 21 for completion.

ATLANTA Arrived and docked Dry Dock No. 2 for interim docking

RHODOLITE Arrived Berth 6 for repairs.

July 2, 1942

ARIZONA Continued removal of 14" powder cans. Removed 82 cans from D-410-M. Continued work on 5" A.A. guns. Removal of topside wreckage was continued.

OGLALA Pumping operations were continued and also the shoring and plugging of cofferdam. About 1815 - 1830 July 1, 1942, the pump watch man was refueling a six inch pump forward. Some of the gasoline spilled out over the exhaust manifold and started a fire. The fire spread rapidly and caught on the oil soaked wood of the cofferdam. Fire was completely extinguished about 1900. The damage resulting from the fire was the charring of the inside of the cofferdam forward and damaging of the hoses to same. Pumping operations were resumed and no damage occurred that will interfere with the present operations.

MORRIS Completed and departed.

ANDERSON Completed and departed.

MAURY Completed and departed.

BOBOLINK Completed and departed.

??? Completed and departed.

GWIN Completed and departed.

??L Completed and departed.

??? Arrived Berth 20 for miscellaneous repairs.

ATLANTA Arrived Floating Dry Dock No. 2, went to Berth 22 for Completion.

July 3, 1942

ARIZONA Continued with the removal of topside wreckage. Continued with the removal of 14" powder tanks and also work on 5" A.A. guns. The deck in D-410-M seemed to be buckling as the tanks were removed and 4 x 4" shoring is being put in as necessary.

OGLALA Vessel started moving to drydock #2 about 9:00A.M. and was docked shortly after 10:00 AM. No difficulties were experienced in docking the vessel. Draft forward was 39 feet and aft was 39 feet 6 inches.

OKLAHOMA The lifting force and center of gravity of a twenty-five foot air bubble for the 150 degree position of the ship has been determined. Calculations for a similar air bubble for the 120 degree position are about forty percent complete. Studies are being made as to the best possible way of removing fuel oil from the ship and possible means of divers preparing the ship for the proposed air bubble.

TROUT

Docked Dry Dock No. 2.

POLLACK Docked Dry Dock No. 2.

??? Docked Dry Dock No. 2 for underwater repairs.

??? Completed and departed.

??? Arrived Berth 2,prior to docking.

RHODOLITE Completed and departed.

ENTERPRISE Completed and departed.

SUNNADIN Arrived Berth 15 for routine boiler upkeep and other repairs, not to delay basis.

??? Arrived Berth 15 for conversion.

MIDWAY Arrived Berth 15, for repairs to steering gear.

Y?D55 Departed.

YG24 Keel laid.

???

Undocked Floating Dry Dock (YFD2) and departed.

???T Arrived Berth 12, 20 mm guns.

July 4, 1942

ARIZONA Continued removal of ammunition from Turret III.
Sent 82 - 14" powder tanks to West lock.
Continued work on 5" A.A. guns. Removal of
topside wreckage was also continued.

OGLALA Vessel is in drydock and pumping out of small
compartments, removal of the trash, etc. was
begun. The cofferdam not yet removed
due to lack of crane service.

YP350 Arrived Berth 6 for repairs.

MAURY Arrived Berth 3 for main engine liners.

GRENADIER Docked Floating Drydock YFD2.

VINCENNES Completed and departed.

BALOH Arrived Berth 18 for installation of F.O. radar.

GRAYLING

Undocked Drydock No. 3 and departed.

GREENLING Undocked Drydock No. 3 and departed.

July 5, 1942

ARIZONA Continued with removal of topside wreckage. Work is also proceeding on the tunneling under the forward part of the ship. Completed shoring up in D-410-M (deck has L buckled nine inches due to pressure from below). Removal of ammunition and work- on 5" A.A. guns was also continued.

OGLALA Began removal of cofferdam from ship. Ship's force is engaged cleaning. Continued with the pumping out and draining of small compartments.

SILVERSIDES Arrived and docked Drydock No. 3.

POMPANO Arrived and docked Drydock No. 3.

July 6, 1942

ARIZONA Continued with the removal of topside wreckage. Removal of ammunition and work on the 5" guns was continued. Twenty-three powder tanks were removed.

OGLALA De-watering of the ship continued. Temporary patch over the rupture in the hull of the ship is being installed. Ship's force employed in clearing the spar deck.

NORTHAMPTON Arrived Berth 16 for replacing #4 boiler with fuel oil tanks.

July 7, 1942

ARIZONA removing 14" powder from and sent to West Lock 79 powder tanks. Continued work on 5" A.A. guns. Removal of topside wreckage was also continued.

UGLALA Temporary patch is being installed over the hull rupture. Ship's force cleaning the spar deck and removing trash, etc. Removal of fuel oil and pumping out of small compartments was also continued.

NORTHAMPTON Completed and departed.

????LO Arrived Berth 16 for repairs and docking.

MORRIS Arrived Berth 14, prior to docking.

July 8, 1942

ARIZONA Continued with the removal of ammunition and 5" A.A. guns. Removal of topside wreckage was also continued.

UGLALA Continued with removal of water, fuel, etc. Ship's force is employed in cleaning ship and removing material which can be salvaged. Started removing mining gear and ordnance equipment and removed one drill mine and all diving gear.

BALOH Completed and departed.

ATLANTA Completed and departed.

SAN FRANCISCO Completed and departed.

HORNET Completed and departed.

MIDWAY Completed and departed.

SOHLEY Arrived Berth 6 for repairs to fuel oil tanks, main feed pump and other repairs.

SILVERSIDES Undocked Drydock No. and departed.

POMPANO Undocked Drydock No. 3, went to Blg to be redocked.

YW23 Arrived Berth 11 for repairs to wooden fender system
tem.

July 9, 1942

ARIZONA Continued with the removal of topside wreckage.
Removal of ammunition and work on 5" A.A.
guns was continued. Eighty 14" powder tanks
were removed from D-410-M.

OGLALA

Continued the pumping out of water and fuel oil.
Ship's force employed in cleaning up the ship and
removing salvageable material. Removed all small
arms and ordnance equipment from the armory.
Making preparations for the removal of all ammunition.

POMPANO Redocked Drydock No. 3 (Undocked on July 8 to
allow undocking of USS ????).

MORRIS Docked Drydock No. 3 for underwater hull repairs.

Undocked Floating Drydock YFD2 and departed.

GRENADIER

July 10, 1942

ARIZONA Continued with the removal of topside wreckage and ammunition. Sent 95 - 14" powder tanks to West Loch. Continued work on 5" A.A. guns.

OGLALA Completed dewatering ship today and Salvage Division personnel were removed from the job.

PENSACOLA Completed and departed.

YARD TUG (YT 152) Hoisted out for repairs to reduction gear.

July 11, 1942

ARIZONA Continued removing ammunition from D409-M and sent 78 - 14" powder tanks to West Loch. Continued with removal of topside wreckage and on 5" A.A. guns.

OGLALA Continued removing ammunition from A-202-M and sent 82 boxes of 3" / 50 cal. and 31 boxes of one pounders to Naval Ammunition Depot.

?RIGHT Arrived and docked Floating Drydock YFD2, to???? propeller.

MORRIS Undocked Drydock No.3 to Berth 2 for completion.

POMPANO Undocked Drydock No.3 and departed. Work completed.

GRAYSON Arrived Berth 18 for repairs to ammunition hoist.

NORTH CAROLINA Arrived Berth 12 for repairs, on 12 hr. notice.

PORTLAND Arrived Berth 17 for radio transmitter.

July 12, 1942

ARIZONA Continued removing ammunition from D-409-M and sent to West Loch 101-14" powder tanks. Awaiting crane service to lift 5" gun. Removal of topside wreckage was also continued.

CALIFORNIA After dredging for a considerable time over an area of about 10,000 square feet to a depth of about 20 feet the CALIFORNIA anchor was found. Divers were sent down to attach slings for removal. The anchor had sunk in the mud to a depth of about 18 feet.

OKLAHOMA A wood platform is being built at frame 90 to be used as a working area and bed for one air compressor. Proposed holes to the bottom tanks have been marked off and manufactured plates for recovering these holes have been delivered to the ship.

WAPELLO Docked Drydock No. 3.

CHEW Docked Drydock No. 3.

???BOR Docked Drydock No. 3.

July 13, 1942

ARIZONA Continued with the removal of ammunition and topside wreckage. Also proceeding with dredging tunnel under the forward part of ship.

CALIFORNIA Divers secured slings and anchor was picked up and delivered to Berth 5. Commanding Officer of CALIFORNIA was notified regarding same.

OKLAHOMA Working platform completed and one air compressor installed. Began cutting access holes in tanks and also tested for carbon monoxide and hydrogen sulphide. Pacific Bridge Company surveying bottom around the ship.

MORRIS Completed and departed.

MAUNA LOA Arrived Berth 21 for conversion.

AZURLITE Arrived Berth 3 for modification to the radio room.

July 14, 1942

ARIZONA removal of topside wreckage and ammunition from Turret III. Sent 100 -14" powder tanks to West Loch. Continued work on 5" A.A. guns.

OKLAHOMA Access Holes are being out in bottom tanks and work should progress at the rate of about two removal of oil about July 17. Diving survey by Pacific Bridge Company continues.

??PO Arrived Berth 16 for 30 cal. and 20 m.m. guns.

July 15, 1942

ARIZONA Continued with removal of ammunition and topside wreckage. Also working on 5" A.A. guns. A ventilation system has been installed in Turret III which will reduce the gas hazard.

OKLAHOMA One access hole completed and work proceeding on the others. Diving survey by Pacific Bridge continues.

PORTLAND Completed and departed.

MAURY Completed and departed.

GRAYSON Completed and departed.

NORTH CAROLINA Completed and departed.

YR 237 Arrived Berth 6 for repairs to engines.

July 16, 1942

ARIZONA Continued with the removal of ammunition and clearance of topside wreckage.

OKLAHOMA Continued on the cutting of access holes and building of a catwalk on the decking keel. Pump is in place and awaiting arrival of INTREPID to begin pumping. EX-NAVAJO tied up inboard.

WARD Arrived Berth 6 for alterations

SOHLEY Completed and departed.

YR23 Completed and departed.

CHEW Undocked Drydock No. 3 and went to B-18 for completion.

T?????R Work completed, undocked Drydock No. 3 and departed.

WAPELLO Undocked Drydock No. 3, went to Berth 15 1/2 for completion.

YT 167 Arrived Berth 8 for engine overhaul and other work necessary to place in first class condition for duty at an outlying island.

YT152 Work completed, placed in water and departed. departed.

PENSACOLA Arrived Berth 17 for installation of additional radar.

YS97 Completed.

MEREDITH Arrived Berth 18 for Installation of 20 m.m. guns.

July 17, 1942

ARIZONA Continued with the removal of topside wreckage, cranes, masts, etc. Removal of powder was continued and 100-14" powder tanks were sent to West Loch. Work on 5" A.A. guns was also continued.

OKLAHOMA Work on access holes continued. Catwalk along docking keel completed. Pacific Bridge Company drilling test holes about 160 feet inboard* (soil test holes.)

LONG ISLAND Arrived Berth 12 for miscellaneous repairs.

WRIGHT

Undocked Floating Drydock YFD2. went to Berth 17 for completion.

HALAWA Docked Drydock No. 3.

VIREO Docked Drydock No. 3.

SUNNADIN Completed and departed.

YT167 hh out.

July 18, 1942

ARIZONA Sent to West Loch 86 - 14" powder tanks. Removed to date 1128 powder tanks. Removal of topside wreckage was also continued.

OKLAHOMA Continued work on cutting access holes. Removal of fuel oil started July 18, 1942, using one reciprocating simplex pump discharging approximately 40 gallons per minute into oil barge INTREPID.

YT130 Hoisted out.

??? Docked Floating Drydock YFD2.

????PO Completed and departed.

TIPPECANOE Arrived Berth 16 for 20 mm. guns.

July 19, 1942

ARIZONA Removal of topside structure and wreckage continued. Handling room of Turret III flooded yesterday afternoon and divers were sent down to investigate. Inspection showed that outboard bulkhead seams of D-405-M opened up. The after-magazine door showed signs of inward pressure.

OKLAHOMA Continued work on access holes and the removal of fuel oil was also continued. Pacific Bridge Company continues the drilling of soil test holes.

RHODOLITE Arrived Berth 21 for miscellaneous repairs.

YT130 Placed overboard and departed.

GRAYLING Arrived Berth 6, repairs to hull plates, docking.

July 20, 1942

ARIZONA Divers continued inspection of ruptures. Water level was pumped down and held at about 30 feet. Awaiting crane service to lift 5" guns. Removal of topside wreckage and structure continued.

OGLALA Temporary repairs completed and vessel undocked at about 1100 this date.

OKLAHOMA Removal of fuel oil continued and two pumps are now in operation. Work on access holes also continues. Pacific Bridge Company continues drilling of soil test holes.

KEOSANQUA Arrived Berth 2 1/2 for routine boiler upkeep, repairs anchor windlass and other repairs.

ALLEN Arrived Berth 6 for alterations and repairs.

??? Completed and departed.

POLLACK Undocked Drydock No. 2, went to Berth 1 for completion.

???ALA Undocked Drydock No. 2, went to Berth 2.

TROUT Undocked Drydock No. 2, went to Berth 1 for completion.

???TON Completed and departed.

July 21, 1942

ARIZONA Continued with removal of topside wreckage and structure. Divers are continuing to check arc lox ruptures. The hole through the deck of Turret III handling room is being enlarged so divers can go to the deck below.

OKLAHOMA Completed work on cutting access holes. Removal of fuel oil continued and to date approximately 19,200 gallons have been removed. Pacific Bridge Company continues the drilling of soil test holes inboard of ship.

LONG ISLAND Completed and departed.

SAN DIEGO Arrived Berth 16 to replace S.O. radar with S.O.1.

TIPPECANOE Docked Dry Dock No. 2.

YR40 Launched.
(NEW CONSTRUCTION)

YT195 Keel laid.
(NEW CONSTRUCTION)

July 22, 1942

ARIZONA Cutting of hole through handling room deck completed but extent of ruptures or damage is not as yet determined. Doors to D-405-11 have been eloped tight and water has been pumped down. Removal of topside wreckage and structure continues.

OKLAHOMA Completed the cutting of access holes through the bottom tanks, a total of fifteen. Removal of fuel oil continued and drilling of soil test holes continued by Pacific Bridge Company.

K??A Undocked YFD2, went to Berth 13.

VIREO Undocked Drydock No. 3, went to Berth 2 for completion.

HALAWA Undocked Drydock No. 3, went to Berth 2 for completion.

PAUL JONES Arrived Berth 6 for interim overhaul.

July 23, 1942

ARIZONA Rigging lights, etc. for removing 14" projectiles from Turret III handling room. Removed two 5"/51 broadside guns Nos. 2 and 3, and sent to Building 129.

OKLAHOMA Fuel oil being removed from tanks C-95-P, C-97-P, and C-99-P. Access holes to wing tank A-79-F at frame 56 completed. Company continuing drilling soil test holes outboard of the ship.

ASH Completed and departed.

?Y??IN Docked Floating Dry Dock YFD2.

MONTGOMERY Docked Dry Dock No. 3.

BOGGS

MEREDITH Docked Dry Dock No. 3.
Completed and departed.

ALLEN Completed and departed.

RHODOLITE Completed and departed.

July 24, 1942

ARIZONA Re-rigged lights and started removing 14" projectiles from D-407. Continued work on 5" guns.

OKLAHOMA Access hole to wing tank A-71-P at frame 35 completed. Fuel oil being pumped from bottom tanks A-95-F and A-99-P. One 4" centrifugal pump (Warren) now in use instead of one 2" reciprocating pump. Constructing platforms for pumps, blowers, and generator. Pacific Bridge Company continued drilling soil test holes outboard of the ship.

DORSEY Arrived Berth 6 for 20 m.m. guns and repairs to F.O. leaks.

BUFF Completed and departed.

CONDOR Arrived Berth 14 for permanent D.C. coils and other repairs.

July 25, 1942

ARIZONA Divers cutting holding down bolts and wreckage to clear 5" guns. Also excavating to continue survey of Arizona bottom below blister, port side. Survey on starboard side completed, found extensive wrinkling of hull plating at turn and just under turn-of-bilge between frames 17 and 19. Continued removal of 14" projectiles from D-407. Sent 40 -14" projectiles to ammunition depot.

OKLAHOMA Yard force completed cutting access hole to wing tank A-73-F at frame 40. Salvage force removing fuel oil from tanks A-95-P and A-99-F. Constructing a platform at frame 96 for second air blower. Pacific Bridge Company continued drilling test holes on starboard side outboard ship.

BRIGHT Completed and departed.

ONTARIO Completed and departed.

TIPPECANOE Undocked Drydock No. 2, completed and departed.

GR????ER Arrived Berth 1 1/2 prior to docking.

NAUTILUS Arrived Berth 1 1/2 prior to docking.

MONTGOMERY Undocked, went to B-20 for completion.

BOGGS Undocked, went to B-15 for completion.

SAN DIEGO Completed and departed.

July 26, 1942

ARIZONA Completed removing 14" projectiles from D-407. Flooded handling room area and opened doors to Turret IV. Started pumping Turret III and IV.

OKLAHOMA Access holes to wing tanks A-75-F at frame 46 completed. Defueled about 70,000 gallons into INTREPID, which left to be emptied. Continued constructing platforms for air blowers at frame 96. Pacific Bridge Company continued drilling soil test holes on starboard side of ship.

GROWLER Docked Dry dock No. 3.

NAUTILUS Docked Dry dock No. 3.

YR16 Completed and departed.

YP237 Completed and departed.

NORTHAMPTON Arrived Berth 16 for F.D. radar.

July 27, 1942

ARIZONA Calking around water shed of Turret IV and renewing shoring where necessary. Making preparations to install additional pump in Turret IV. Divers continued work on 5" guns.

OKLAHOMA Accesshole to wing tank A-77-F at frame 53 completed. Removing fuel oil from bottom tanks A-99-F and D-99-F. Bottom tank A-93-F was found to contain no oil, but water. Pacific Bridge Company drilling soil test holes between ship and shore. Platforms for installation of air blowers and 15 R.R. generator for blower.

ARD2 Arrived and docked Dry Dock No. 2.

LITCHFIELD Arrived and docked Dry Dock No. 2.

PREBLE Arrived B-6 for removal of #4 boiler and replacing with F.O. tanks and repairs to damaged hull structure.

July 28, 1942

ARIZONA Continued caulking around water shed of Turret I. Stopped pumps and flooded to close passage way doors.

OKLAHOMA Cutting access holes to wing tanks D-89-F, D-89-F, C-91-F and C-89-F. Lines to the wing tanks require cutting through a fair bottom plate and then through the ship's bottom plate. Removing fuel oil from tanks A-99-F, D-99-F and A-71-F. Tank C-99 F was found to be empty. Constructing platform for second air compressor at frame 85. Pacific Bridge Company continued drilling soil test holes between ship and shore.

DOLPHIN Arrived Berth 1 1/2 for repairs and alterations.

CACHALOT Arrived Berth 1 1/2 for repairs and alterations.

MONTGOMERY Completed and departed.

July 29, 1942

ARIZONA Continued calking around Turret IV.
Pumped out Turret III and started removing 14"
projectiles from circle deck.

OKLAHOMA Cutting access hole to wing tank B-87-F completed.
Cutting holes to tanks D-89-F, D-85-F, C-91-F, and C-89-F.
Removing fuel oil from bottom tanks A-99-F
D-45-F and D-99-F. Wing tank A- 71-Y
was found to contain water. The following wing
tanks are found to be empty - A-73-F, A-75-F, A-79-F
and A-85-F. Constructing platforms for air
compressor, 95 percent complete. Pacific Bridge Company
continues drilling soil test holes between ship
and shore.

DORSEY Completed and departed.

AY???IN Undocked Floating Drydock YFD2, went to B-18
for completion.

KEOSANQUA Completed and departed.

YT167 Placed overboard and completed and departed.

PLUNGER Arrived B-20 for repairs.

July 30, 1942

ARIZONA Operations continued.

OKLAHOMA Operations continued.

PARKER Arrived Berth 20 for docking and repairs.

MAUNA LOA Completed and departed.

PAUL JONES Docked Floating Drydock YFD2.

CONTRACTORS Docked Floating Drydock YFD2.

BARGE #602

DIVERS BARGE

DD3 BARGE

July 31, 1942

ARIZONA Operations continued.

OKLAHOMA Operations continued.

PLUNGER Completed and departed.

SUNNADIN Arrived B-4 for repairs to reversing mechanism, main engine.

August 1, 1942

ARIZONA Started removing projectiles from Turret III.
Building platform for deep well pump in Turret IV.

OKLAHOMA Access holes to wing tanks 0-85-F, D-87-F and D-89-F completed. Pumping fuel oil from bottom tanks A-99-F, C-95-F, C-97-F and D-95-F as before. Pacific Bridge Company continued drilling soil test holes between ship and shore.

?Y??IN Completed and departed.

ARD2 Undocked Dry Dock No. 2 and departed.

LITCHFIELD Undocked Dry Dock No. 2, went to B-18 for completion.

PYROPE Arrived Berth 20 for main engine repairs.

CHEW Completed and departed.

August 2, 1942

ARIZONA Continued removing 14" projectiles from Turret III. Sent 14-14" projectiles to West Loch. Divers are continuing work on 5" guns. Awaiting crane service to place pump in Turret IV.

OKLAHOMA Pumping fuel oil from bottom tanks A-28-R, C-99-R, and C-97-?. Wing tanks D-57-F and found to be empty. Pumping was secured from bottom tank C-99-F when water was encountered. Approximately 10,000 gallons of oil was recovered. Pacific Bridge Company secured from drilling coiltest holes. holes.

AZURLITE Completed and departed.

??UA Completed and departed.

SUNNADIN Completed and departed.

Completed and departed.

SEMINOLE

Completed and departed.

NAUTILUS

G????ER Completed and departed.

Y?T5 Hoisted out on to 1010 dock ATD-4.

August 3, 1942

ARIZONA Continued removing 14" projectiles from Turret III. Sent 28 projectiles to West Loch, 10 or, platform. Navy Yard divers continued work on 5" guns. Navy divers continued operations in connection with removing aviation crane. Continued excavation and inspection of hull.

OKLAHOMA Access hole to wing tank A-15-F completed. Pumping fuel oil from tanks C-93-F, C-95-F, and C-97-F. Pumping was completed in tank A-99-F from which approximately 35,200 gallons of fuel oil were removed.

BARKER Docked, Marine Railway.

PAUL JONES Undocked Floating Dry Dock YFD-2, went to Berth 15 for completion.

USS BARKER docked on Marine Railway. This was first docking on Marine Railway since February 17, 1942, when was damaged by capsizing of USS PLUNGER. Repairs to Railway were completed 2 August, 1942.

August 4, 1942

ARIZONA Operations continued.

Operations continued.

OKLAHOMA

CACHALOT Docked, Dry Dock No. 2.

DOLPHIN Docked, Dry Dock No. 2.

KITTYHAWK Docked, Dry Dock No. 2.

SWAN Arrived Berth 18 for overhaul.

August 5, 1942

ARIZONA Continued removing 14" projectiles from Turret III. Navy Yard divers continued work on 5" guns. Navy divers continued operations in connection with removing aviation crane. Continued excavation and inspection of hull.

OKLAHOMA Continued pumping operations from fuel oil tanks C-93-F, C-95-Y and C-97-F. Upon inspection of inner wing tank A-15-F it was found to contain water only. Floating Sludge Removal Unit #8 came alongside at 1100 (8/4/42). Pumped fuel oil from C-95-F until 1300 at which time it broke down. 10 estimate of time to repair was available.

UGLALA Docked Dry Dock No. 2.

VICTORIA Docked Dry Dock No. 2.

WAPELLO Completed and departed.

August 6, 1942

ARIZONA Continued removing projectiles from Turret III. Loaded 13 projectiles on YSD-27 for West Loch. Navy Yard divers continued work on 5" guns.

OKLAHOMA Holed through into tanks C-91-F and A-13-F. Continued pumping operations from A-99-T and C-93-F completed. Pumping from C-97-F which approximately 6,000 gallons of fuel oil was removed. Tank A-13-F was found to contain only water. Floating Sludge Removal Unit #8 was put back into commission and returned to pumping operations.

MEREDITH Arrived Berth 13 for 20 m.m. guns.

FANNING Arrived Berth 13 for installation of davits for 26' motor whale boat.

August 7, 1942

ARIZONA Continued removing 14" projectiles from Turret III. Sent 23 - 14" projectiles to West Loch. Started installing deep well pump in Turret IV. Navy Yard divers continued work on 5" guns, Salvage Division divers continued operations in connection with removing aviation crane from ARIZONA. Salvage Division divers continued excavating of ARIZONA hull. Divers exploring crack in hull which was located at frame 24.

OKLAHOMA Holed through tank A-18-F. Completed pumping from tanks C-93-F, C-95-F, and tanks C-93-F, C-95-F and C-87-F. Inspected tanks B-99-F, C-85-F all were found to be empty.

PENSACOLA Completed and departed.

NORTHAMPTON Completed and departed.

THORNTON Completed and departed.

August 8, 1942

ARIZONA Continued removing 14" projectiles from Turret III. bent 12-14" projectiles to West Loch. Removed 2-5"/51 cal. Broadside guns and sent to building 129. Installed and started deep well pump in Turret IV. Navy Yard divers continued work: on 5" guns. Salvage divers continued operations in connection with removing aviation crane from ARIZONA. Salvage Division divers continued excavating of ARIZONA hull.

OKLAHOMA Holed through into tank A-21-P. Wheeler unit engaged in removing small pockets from previously pumped tanks.

ALMANDITE Arrived for miscellaneous repairs and alterations.

FANNING Davit for 26' motor whaleboat installed and ship departed.

KITTYHAWK Undocked Drydock No. 2 and departed.

August 9, 1942

ARIZONA Completed removing 14" projectiles from Turret III. Sent 12-14" projectiles to West Loch. All projectiles and powder has been removed from Turret III magazines and handling room. Making preparations to start removing ammunition from Turret IV. Navy Yard divers continued operations in connection with removing aviation crane from ARIZONA, Salvage Division divers. continued exploring crack at frames 5 to 70.

OKLAHOMA Holed through into tank A-23-R. Increased ventilation in contaminated compartments by the addition of three portable air driven blowers. Tank : A-21-F was found to contain water.

LITCHFIELD Completed and departed.

HMNZS KILLEGRAY Completed.

???IN Arrived Berth 12 1/2 for repairs to bow.

Arrived Berth 12 for repairs to hull.

MORRIS

MONAGHAN Arrived Berth 21 for hull repairs.

August 10, 1942

ARIZONA Sent 7 projectiles to West Loch. Completed pumping in Turret IV. Navy Yard divers continued work on 5" guns. Salvage Division divers removed mechanism from aviation crane on ARIZONA. Salvage Division divers continued excavating crack at frames 3 and 70.

OKLAHOMA Holed through into C-89-F. Access was gained through tank C-91-F. Continued pumping as before.

KEOSANQUA Arrived Berth 4 for miscellaneous repairs.

BOISE Arrived Berth 16 for repairs.

GUADALOUPE Arrived Berth 17 for repairs and alterations,
20 mm and 1.1 guns.

GROUPER Arrived Berth 1 1/2 for docking and miscellaneous
repairs.

BARKER Undocked Marine Railway, went to Berth 18 for completion.

August 18, 1942

ARIZONA Continued preparations to remove ammunition
from Turret IV. Made final adjustments on
pump and started pumping Turret IV. Divers
continued working on 5" guns.

OKLAHOMA Holed through into tank B-7-F. Continued
operations on divine: access holes at frames
28, 47, 75, 0 and 9E. Completed cutting
through ships bottom at frame 47. Pacific
Bridge Company laying out boundaries of cable
anchorage on Ford Island.

ONTARIO Arrived Berth 21 for inclining experiment.

PYROPE Undocked Floating Dry Dock YFD2, went to Berth
20 for completion.

KUKUI Undocked Floating Dry Dock YFD2.

August 19, 1942

ARIZONA Continued preparations for removing powder from Turret IV. Divers continued work on 5" guns. Laid second boat crane on deck for disassembly.

OKLAHOMA Sludge Removal Unit #8 returned alongside. Tanks B-7-F, B-9-F and C-13-F were found to contain no fuel oil. Diving access opening holed through into engine room at frame 83. Opened diving access hole through ship's bottom at frame 28. Continued operations at frames 23, 47, 76 and 98. Pacific Bridge Company completed staking out anchors on Ford Island.

TROUT Completed and departed.

YT152 Arrived and hoisted out at Berth 4.

YC651 Placed overboard.

CGC KUKUI Completed and departed.

ONTARIO Completed and departed.

Note: Received authorization from Bureau of Yards & Docks for construction of new 3000 ton Marine Railway. Work to be accomplished by Pacific Bridge Company under contract NOy5049.

August 20, 1942

ARIZONA Continued work in Turret IV. Divers continued working on starboard 5" runs.

OKLAHOMA holed through and removed 10,000 gallons of fuel oil from 11.-17-F. Water in the tank was finally encountered. Continued operations on diving access holes. Ford Island Public Works engaged in clearing area for anchors.

CGC RELIANCE Completed and departed.

YG17 Arrived Berth 11 prior to docking.

August 21, 1942

ARIZONA Flooded Turrets III and IV to repair vent cover that carried away. Navy Yard divers continued working on 5" guns on starboard side.

OKLAHOMA Sludge Removal Unit #8 ceased pumping due to increased harbor activities. Continued operations on diving access holes. Access hole at frames 76, 77 holed into fireroom No. 1. Ford Island Public Works engaged in clearing area for anchors.

TRIGGER Arrived and docked Floating Dry Dock YFD2 for repairs to propeller shafts.

CROSSBILL Arrived Berth 14 for D.C. and overhaul of main engine and clutch.

YC17 Docked Floating Dry Dock YFD2.

IDAHO Completed and departed.

MISSISSIPPI Completed and departed.

SOHLEY Arrived Berth 6 for miscellaneous piping repairs.

MONAGHAN Completed and departed.

August 22, 1942

ARIZONA Diver went down and closed vent in Turret IV. Started pumping upon completion of dive. Awaiting crane service to lift 5" Lures.

OKLAHOMA Oil removal temporarily discontinued due to Sludge removal Unit being used on other activities. Continued operations diving, access holes. Access hole at frame 98 cut into bottom of ship. Yard Island Public Works continues clearing for anchors.

KALOLI Arrived Berth 18 for 20 m.m. guns and miscellaneous repairs.

August 23, 1942

ARIZONA Pump again removed from Turret IV due to broken shaft. Being repaired in Yard. Calked around watershed of Turret IV to improve tightness. Divers casting loose last 5" gun. After completion, the remaining 3 guns will be lifted off, when crane is available.

OKLAHOMA Sludge Removal Unit temporarily not working. Tank 6-91-F opened and found about half full. A small amount of personal effects recovered from the evaporator pump room and turned over to vessels on Ordinary. Pacific Bridge Company started excavating for the land anchors this date. Cutting of diving access holes continues.

GROUPER Completed and departed.

DORSEY Completed and departed.

Y0651 Completed and departed.

August 24, 1942

ARIZONA Yard machinist continued working on pump in Turret IV. The pump should be back in commission some time today. Divers continued cutting on starboard 5"/25 gun. Tripod mainmast removed. Ship's bell will be turned over to Public Works for possible use as a pis alarm.

OKLAHOMA No fuel oil was removed this date. Personal effects being removed as found. Pacific Bridge Company continues excavating for land anchors. Cutting of diving access holes continues.

FINBACK Arrived Berth 3 prior to docking.

August 25, 1942

ARIZONA Yard machinist continued work on pumps in Turret IV. Divers continued cutting on starboard 5" gun. Removed 5"/25 cal. gun #2 said sent it to building 12.

OKLAHOMA Sludge Removal Unit #8 returned and pumped approximately 10,000 gallons of fuel oil from tank C-21-F. At this time water was encountered. Continued operations on diving access holes at frames 28, 76, 83 and Se. Pacific Bridge Company continued excavating for land anchors.

FINBACK Docked Dry dock No.2.

TRIGGER Undocked Floating Dry dock YFD2; docked at #2DD.

MANUAWA Arrived and docked Floating Dry Dock YFD2.

August 26, 1942

ARIZONA The deep well pump in Turret IV has been repaired and is operating satisfactorily. Divers are working to remove the port 5"/51 gun with assistance of the Haverside.

OKLAHOMA All oil has been removed as originally planned on starboard side. Sludge removal Unit #e engaged in skimming operations at frame 83. Continued drilling and chipping at diving access holes. Pacific Bridge Company continues excavating for cable anchorages.

SOHLEY Completed and departed.

WARD Arrived Berth 6 for miscellaneous repairs.

YT152 Placed overboard - completed and departed.

YO651 Arrived and hoisted on to 1010 pier.

August 27, 1942

ARIZONA Continued pumping in Turret III and IV, and making preparations to remove 14" powder from D-412. Divers are removing yoke and sights from port 5"/51 gun.

OKLAHOMA Sludge Removal Unit #8 skimming oil from engine room space. Continuing operations on diving access holes. Pacific Bridge Company excavating for cable anchorages on Ford Island.

Berth 20 for A.A. guns.

DIXIE

NEW MEXICO Completed and departed.

KALOLI Completed and departed.

August 28, 1942

ARIZONA Started removing powder from D-412-M. Moved approximately 100 tanks from magazine to shell deck of Turret IV.

OKLAHOMA Sludge Removal Unit #8 continued skimming operations. At frame 19 diving access hole was cut through the bottom. Continued cutting through operations on diving access holes. Studying desirability of installing air locks at entrances to hall to facilitate operations and access. Preparing three diving floats for OKLAHOMA operations, in addition to diving sampan and Yard boat. Pacific Bridge Company continues to excavate on Ford Island for land anchorages.

HANUWAI Undocked Floating Dry Dock YFD2, completed and departed.

YC17 Undocked Floating Dry Dock, YFD2 (AI), went to Berth 10 for completion. Completed and departed (PH).

August 29, 1942

ARIZONA Completed removing 14" powder tanks from D-413-M and D-412-M to shell deck of Turret IV. Removed one body from Turret IV and turned over to medical authorities.

OKLAHOMA Cut diving access hole at frame 114 through the bottom, at frame 47 through the hold into tank A-17-F, and at frame 27 through the hold into storeroom space A-9. Continuing drilling, chipping, and erecting staging at access holes. Sludge Removal Unit #8 skimming surface oil. Pacific Bridge excavating for anchorages on Ford Island.

MARYLAND Arrived Berth 11 for new radars.

IDAHO Five day availability granted for installation of new radars, ship arrived in Yard 24 August.

MISSISSIPPI Five day availability granted; from 27 August for alignment of No. 3 shaft, ship arrived in Yard 24 August, 1942.

YC651 Placed overboard, completed and departed.

YO21 Arrived Berth 3 for routine boiler upkeep.

August 30, 1942

ARIZONA Shored up deck in #4 handling room. Making preparations to cut through bulkhead into B-416-M to remove small arms ammunition

OKLAHOMA Cut through at frame 114 into void D-15 for diving access hole. Pumping water from A-83-M preparatory to cutting into compartments A-5, Pacific Bridge Company continuing excavating for land anchorages on Ford Island.

YS108 Launched.

YF516 Keel laid.

GRAYLING Arrived Berth 3 for overhaul:

September 1, 1942

ARIZONA Sent 159-14" powder tanks to West Loch, and 3-14" service projectiles. Removed 1-5" J25 cal. gun (1) and sent it to Building 129.

OKLAHOMA

Cut diving access hole into A-5-1 at frame 19, removed approximately 200 cots. Cut through bottom of ship at frame 114 for diving access holes. Continued rigging staging, providing power outlets. Pacific Bridge Company continued excavating for land anchorages on Ford Island,

ALLEN Arrived Berth 6 for miscellaneous repairs.

BOGGS Completed and departed.

September 2, 1942

ARIZONA Started flooding Turrets III and IV in preparation for burning bulkhead to D-418-M. Divers checked armored hatch and closed. Continued working on port 5" broadside gun.

OKLAHOMA Pumping down the water in compartments A-5-1, D-95-F, and D-93. to facilitate removal of obstructions to divers and to continue cutting holes. Commencing removal of motors and other recoverable material from non-flooded compartments. Pacific Bridge Company continuing excavating for cable anchorages on Ford Island. Anchor rod assemblies are being fabricated in Yard shops.

MARYLAND Completed and departed.

Completed and departed.

DOLPHIN

NEW MEXICO Arrived Berth 12 for approved repairs and alterations.

September 3, 1942

ARIZONA Diver is burning bulkhead into D-416-M. Burning is near completion. Continued working on yoke of 3"/51 gun.

OKLAHOMA Continued cutting operations at frame 47 and 98 for divine access holes. Removed piping obstructions in engine room and a portion of the gear from the evaporator pump room. Pacific Bridge Company continued excavating for cable anchorages; also drilled and tapped a portion of the holes for securing keel line cofferdam necessary for installation of bearing pads for hauling cable bents.

SIRIUS Arrived and docked, Floating Dry Dock YFD2.

PREBLE Completed.

RALPH Arrived for temporary repairs.
TALBOT

September 4, 1942

ARIZONA Diver completed cutting bulkhead into D-416-M. Diver could not enter magazine due to ammunition boxes.

OKLAHOMA Continued cutting through operations on diving access holes at frames 98 and 47. Removed obstructions to divers from store room A-5-1, fireroom (frame 76), and engine room (frame E3) Pacific Bridge Company continued drilling and tapping at keel for temporary cofferdam, and continued excavation for cable anchorage on Ford Island.

UGLALA Undocked Dry Dock No. 3, went to Berth 13 for completion.

VICTORIA Undocked Dry Dock No. 3, went to Berth 2 for completion.

ALLEN Completed and departed.

PERKINS Docked, Dry Dock No. 3.

September 5, 1942

ARIZONA Divers closed armored hatch to D-414. Started pumping magazine area.

OKLAHOMA Cut through into cofferdam D-1 at frame 98-99; pumped out water preparatory to cutting into next deck. Continued removal of diving obstructions at frames 76-77; 83-84. Have removed all except three pumps from evaporator pump room. Commenced diving operations at frame 19-20. Pacific Bridge Co. continued work preparatory to coffer-damming and on cable anchorages.

AZURLITE Arrived Berth 6 for miscellaneous repairs.

PREBLE Arrived Berth 18 for repairs to shaft bearing.

CHEW Arrived Berth 6 for miscellaneous repairs.

September 6, 1942

ARIZONA Water could not be pumped down again due to openings. Diver is continuing to check vents and openings.

OKLAHOMA Cut diving access hole at frame 114-115 into trunk D-33-1 at the second platform. Continued removal of obstructions at frames 76-77, 83-E4, and 98-99. Pacific Bridge Company engaged in operations on ship and on Ford Island as before.

BOGGS Arrived B-6 for repairs to shafting.

RALPH TALBOT Completed temporary repairs and departed.

TUNA Arrived B-1 for main storage battery and approved alterations.

September 7, 1942

- ARIZONA Diver continued checking vents and openings to make D-416 watertight and thus allow platform to be pumped dry again. Making preparations for pumping for access to 2nd platform magazines.
- OKLAHOMA Continued diving operations at frame 19-20; gained entrance into compartment A-3 at the hold and into compartment A-25 at second platform. Continued removal of obstructions to diving in ship at frames 76-77, 83-84, and 98-99. Pacific Bridge Company continued operations on shop and on Ford Island. Four anchor assemblies for land anchorages for winches have been completed in shop 11 and delivered to Pacific Bridge Company. Expect remaining assemblies to be completed at rate of two per day (total of 21 required.)
- CGC TIGER Arrived Berth 6 for repair of echo sound equipment.
- PERKINS Undocked Dry Dock No. 3 and went to Berth 3 for completion.
- CACHALOT Completed.

September 8, 1942

- ARIZONA Diver removed patch on vent D-416-1.7 to make compartment watertight. Commenced pumping magazine area. Will start removing small arms ammunition today (9/8).

OKLAHOMA Continued removal of obstructions to divers at frames 76-77, 83-84, and 98-99. Divers working at frame 19-20 opened compartments as follows: A-27 on the 2nd platform; A-43, A-42, and A-45 on the 1st platform; A-102 on the 3rd deck. All compartments were flooded. Doors to A-27, A-42, and A-102 were found open. Practically all hinge pins dropped out of doors due to position of ship. Pacific Bridge Company continued operations on ship and on Ford Island.

SOTOYOMO Rebuilding of hull and machinery completed and ship departed.

SIRIUS Undocked Floating Dry Dock YFD2, went to Berth 3 for completion.

TRITON Arrived Berth 3 for overhaul.

MISSISSIPPI Completed and departed.

DIXIE Completed and departed.

September 9, 1942

ARIZONA Started removing small arms ammunition from D-416-M. Diver started cutting away deck over port broadside gun to allow removal.

OKLAHOMA Continued removal of obstructions to divers from frames 76-77, 83-84, and 98-99. Diving operations at frame 19-20 continued, opened compartments A-101 and A-104 on the 3rd deck. Secured hatch 2-13-03 which completes setting of main closures in section #1. Pacific Bridge Company continued operations oil ship and on Ford Island.

AZURLITE Completed and departed.

WEST VIRGINIA Undocked Dry Dock No. 1, went to Berth 20 for completion.

SWAN Docked Dry dock No. 3.

GRAYLING Docked Dry Dock No. 3.

SILVERSIDES Arrived and docked Dry Dock No.3 for shaft alignment.

ARGONAUT Arrived Berth 2 1/2 for repairs to F.O. leaks fwd battery well.

CHEW Completed and departed.

September 10, 1942

ARIZONA Continued removing small" arms ammunition from D-416- M. Diver continued cutting decks above port broadside gun.

OKLAHOMA Pumped water from compartment A-19-P at frame 47-48 and commenced drilling operations for diving access hole. Started underwater cutting to gain access to compartment D-33-1 at frame 114-115. Continued removal of obstructions to divers at frames 76-77, 83-84, and 98-99. Pacific Bridge Company continued operations on cable anchorages on Ford Island and preparations for keel cofferdam on ship.

VICTORIA Docked, Floating Dry Dock YFD2.

PREBLE Docked, Floating Dry Dock YFD2.

Completed and departed.

BOGGS

ENTERPRISE Arrived and docked Dry Dock No. 1.

SIRIUS Completed and departed.

SAN JUAN Arrived Berth 22 for urgent repairs and alterations.

PERKINS Completed and departed.

SICARD Arrived Berth 6 for anchor stowage.

September 11, 1942

ARIZONA

Completed removing small arms ammunition from D-418-M.

OKLAHOMA Cut diving access hole at frame 47-48 into cofferdam. A-16 which is in the hold below the second platform. Encountered piping which must be removed before cutting next hole. Continued cutting by means of electric torch to gain access to compartment D-33-1 at frame 114-115. Commenced diving operations at hole #2 (frame 27-28) at the 2nd platform. Continued removal of obstructions to divers at frames 76-77 83-84 and 98-99. Pacific Bridge Company continued operations on ship and on Ford Island.

ELLET Arrived Berth 3 for F.D. radar, bow plating and boiler repairs.

PORTLAND Arrived Berth 17 for urgent repairs and alterations.

NEW MEXICO Completed and departed.

IDAHO Completed and departed.

CROSSBILL Completed.

September 12, 1942

- ARIZONA Diver closed vents in D-422 1/2-A and D-420-M.
Drilled two vent holes in bulkhead between
D-416-M and D-422 1/2-M.
- OKLAHOMA Continued removal of obstructions to divers
from frames 47-48, 76-77, 83-84 and 98-99.
Continued diving operations at access hole
#2 (frame 27-28). Gained access into drain
well, opened hatch 6-26-3, opened hatch
6-27-5, all on the second platform. Continued
cutting underwater to reach compartment D-33-1.
Pacific Bridge Company continued operations on
ship and on Ford Island.
- Completed and departed.
- POLLACK
- YMT5 Completed, placed overboard and departed.
Completed and departed.
- YO21
- CGC TIGER Completed.

September 13, 1942

- ARIZONA Diver removed hatch in D-415 to allow room for
deep well pump. Flooded magazine area so diver
can burn bulkhead between D-416-M, and D-422 1/2-M.

OKLAHOMA Continued diving operations at access hole #2 (27-28). Progress consisted only of wiring back previously opened doors and hatches, Commenced diving operations at access hole #5 (83-84); opened into compartments C-1 (Stbd. Eng. Room), D-5 (Stbd. shaft alley) D-11 (Stbd. shaft alley), and C-3 (Stbd. Pump Room.) Also into C-107 on the 3rd deck. Continued underwater cutting through into compartment D-33-1. Completed removal of piping and other obstructions to divers in ship at 47-48, 76-77, 83-84, and 98-99. Pacific Bridge Company continued operations on ship and on Ford Island.

SICARD Completed and departed.

ENTERPRISE Undocked Dry Dock N. 1, went to B-17 for completion.

September 14, 1942

ARIZONA Diver continued burning bulkhead between D-416-M and D-422 1/2-M. Making preparations to install another deep well pump to pump out second platform area.

OKLAHOMA Continued diving operations at holes #2 (27-28), #5(23-24), and #7(114-115), Opened into compartments A-S, A-7-M, and A-9-1 all on the hold from #2; into trunk C-4, C-3, and trunk leading to C-2 all on the 3rd deck from #5; and into D-33-1 by underwater cutting on the 2nd platform from #7. Made conditions at hole 13 (47-48) ready for cutting into passage A-36 on the 2nd platform.

FINBACK Undocked, Dry Dock No. 2, went to B-17 for completion.

TRIGGER Undocked Dry Dock No. 2, went to B-1 for completion.

SAN JUAN Docked Dry Dock No. 1.

CASSIN Docked Dry Dock No. 1, went for scrapping of hull.

WARD Arrived B-6 for miscellaneous repairs.

NEW MEXICO Arrived Berth 12.

September 15, 1942

ARIZONA Diver completed burning bulkhead between D-416-M and D-422 1/2 M. Pumped down and rigged lights for removing small arm ammunition.

OKLAHOMA Continued diving operations on hole #2. (27-28).
Opened hatch 6-25-4 leading to compartment A-10-1, opened door 6-27-14 leading to compartment A048-2, opened hatch 6-26-6 leading to compartment AA-10; all hatches and doors being at 2nd platform.
Opened hatch 5447-23 leading to trunk 4-48 at the lit platform. Hole #3 (47-48) gained access to passageway. A-36 at the 2nd platform by under-water cutting. Hole #5 (83-84) opened door 3-85-220 onto compartment C-2, opened door 3-85-20, into compartment C-3, opened hatch 2-87-112 into the 2nd deck. Pacific Bridge Company driving piles on Ford Island and setting keel line cofferdam section.

TRIGGER Completed and departed.

FINBACK Completed and departed.

MISSISSIPPI Arrived and docked Dry Dock No. 2, for shaft alignment.

ELLET Docked Dry Dock No. 2.

BOGGS Arrived B-6 for miscellaneous repairs.

PREBLE Undocked Floating Dry Dock No. 2; went to B-6 for completion.

VICTORIA Undocked Floating Dry Dock YFD-2; went to B-21 for completion.

YS108 Completed.

September 16, 1942

ARIZONA Completed removing ammunition from D-422 1/2 - M
All ammunition has been removed from the let platform. Diver started checking vents and doors on 2nd platform.

OKLAHOMA Continued diving operations as follows: Hole #2 (27-28). Attempted to open door 5-77-64 but failed due to obstructions behind. Hole #3 (47-48) opened door 6-48-33 to compartment A-39-M-8.
Hole #7 (114-115) cut out bracket obstruction in D-33-1. Opened hatch 5-114-31 leading to trunk D-53, opened door 6-115-57 to compartment D-35, Navy Yard divers making hole #4 ready for diving operations. Pacific Bridge Company continued work on ship and on Ford Island.

ARGONAUT Floating Dry Dock YFD-2.

BOGGS Completed and departed.

BALOH Arrived B-2 for miscellaneous repairs.

September 17, 1942

ARIZONA Diver continued checking vents, doors, hatches, etc. on 2nd platform. Installing foundation for pump for unwatering 2nd platform magazines.

OKLAHOMA Continued diving operations as follows: Hole #3 (47-48), opened door 6-47-27-M, opened door 6-47-24 into compartment A-34-M, opened door 6-48-28 into compartment A-39-M-P. Hole #5 (83-84) opened hatch 3-92-88 into C-2, opened door 6-83-62 into C-4. Unable to reach door 7-98-62 and 7-104-10 but all indications point to their being open. Hole #7(114-115) opened doors as follows: 114-55, 6-110-53, 6-107-51, D-33-M, D-27-M, and D-29-D-29-M. Pacific Bridge Company continued operations on the ship and on Ford Island. Shop 11 completed fabrication of all 21 anchor roc assemblies for contractor to install in concrete anchorages on Ford Island.

BOGGS Arrived B-13 for repairs to shaft bearing and leaky oil tanks.

YF392 Arrived and docked Marine Railway.

YF393 Arrived and docked Marine Railway.

September 18, 1942

ARIZONA Diver continued checking vents, hatches, etc. Diver started cutting drain hole in bulkhead between D-305-M and 13-307.

OKLAHOMA Continued diving operations as follows: Hole #2 (27-28) opened hatch 3-27-69 into trunk A-109, opened door 3-27-155 into compartment A-107. Hole #4 (76-77) preparing platforms for access to diving areas. Hole #6 (98-99) underwater cutting from cofferdam D-1 into 2nd platform. Hole #7 (114-115) opened door 5-114-139 to compartment D-51-M, opened door 5-114-139 to compartment D-51 3/4-M, opened door 5-112-133 1/2 to compartment D-51 1/2-M. Pacific Bridge Company engaged in cable anchorages operations on Ford Island and keel cofferdam operations on the ship. Shop 41 has started manufacture of welded brackets and pads for installation of beats obottom of ship.

September 19, 1942

ARIZONA Diver continued cutting drain hole. Closed doors in #3 handling room and started pumping down.

OKLAHOMA Diving progressed continued as follows: Hole #3 (47-48) opened door 6-49-32 into compartment A-39-1-Y, opened door 6-53-36 into trunk A-39-1, opened. door 6-53-40 into compartment A-39-2, opened hatch 5-53-28 into compartment A-60-M-P, opened door 5-52-94 into compartment A-59-M-P. Hole #4 (83-84) continued making preparations for diving. Hole #6 (98-99) completed cutting through cofferdam D-1 into compartment D-23. Pacific Bridge Company continued operations on cable anchorages and keel line cofferdam.

NEW MEXICO Departed.

September 20, 1942

ARIZONA Diver finished cutting drain hole in bulkhead. Diver replaced hatch on first platform which was removed to burn a hole in it for the pump pipe. Set up motor unit and frame for deep well pump.

OKLAHOMA Diving operations progressed at follows: Hole #3 (47-48) opened door 5-52-92 into compartment A-58-M-1, opened door 5-55-98 into compartment A-61-M-P, opened hatch 5-48-26 into trunk A-57-P. Evidence of structural damage, apparently due to torpedo hits in this area, was found in compartments A-59-M-P and A-61-M-P. Will be explored further when practicable. Hole #4 (76-77) removing obstructions over hatch 6-77-15 to allow entrance into compartment. Hole #7 (114-115) opened door 5-114-137 into compartment at D 48, opened door 5-110-1,1 into compartment D-46-M, opened door 5-113-148 into compartment D-50-M. Pacific Bridge Company set final section in keel line cofferdam. Continued operations on cable anchorages.

VICTORIA Completed.

SAN JUAN Undocked Dry Dock No. 1, went to B-2 for completion.

XF392 Undocked Marine Railway, completed and departed.

XF393 Undocked Marine Railway, completed and departed.

BOGGS Completed and departed.

September 21, 1942

ARIZONA Divers closed vents in D-307, D-304 1/2-M, D-304, and D-306 1/2-M. Awaiting crane service to install deep well pump.

OKLAHOMA Diving progressed as follows: Hole #3 (47-48) opened door 5-47-88 into compartment A-55, opened door 5-47-87 into trunk A-57-8. Hole #4 (76-77) opened hatch 6-77-15 into compartment C-25. Entered trunk C-25 and proceeded to 3rd deck. Opened door 3-77-197 into compartment C-110-S, 30-73-193 into passage 7-401, opened opened door 3-73-193 door 3-60-179 into passage A-122-8, opened door 3-62-183, into compartment B-103. Hole #6 (98-99) opened door 6-98-44 into trunk D-26. All diving operations except at hole #4 suspended in the afternoon to place fixed gloves on diving suits to prevent entrance of water and consequent liberation of gas in diving suits. Pacific Bridge Company engaged in no operations this date (Sunday).

MISSISSIPPI Undocked Dry Dock No. 2, went to B-3 for completion

ELLET Undocked Dry Dock No. 2, went to B-13 for completion

SOUTH DAKOTA Arrived Berth 13.

September 22, 1942

ARIZONA Divers continued closing vents on second platform. Checking all material, machines, etc. in preparation for removing 5" ammunition from second platform.

OKLAHOMA Diving progress continued as follows: Hole #6 (98-99) opened door 6-99-48 into compartment D-24-1-M, opened door 6-98-45 into compartment D-24-M. Hole #7 (114-115) opened door 5-115-143 into compartment D-57. Pacific Bridge Co. preparing keel for bearing pads. Began continuous pump watch to maintain keel cofferdam dry. Continued operations on cable anchorages.

SARATOGA Arrived and docked Dry Dock No. 2, for repairs to battle damage.

SOUTH DAKOTA Docked Dry Dock No. 1, for repairs to bottom.

September 23, 1942

ARIZONA Divers continued closing vents and other openings on 2nd platform. Awaiting crane service to install deep well pump.

OKLAHOMA Continued diving progress as follows: Hole #2 (27-28) opened door 3-30-157 into compartment A-115. Hole #3 (47-48) opened door 5-48--98 into compartment A-58-M-S. Hole #6 (98-99) opened door 6-101-50 into compartment D- 24-2-M. Opened door 6404-54 into compartment D-28-M opened door 6-107-58 into compartment D-29-M opened door 6-101-52 into compartment D-24-2-M. Pacific Bridge continued preparations of keel for bearing pads and continued operations on cable anchorages. Expect to obtain services of YSR-S on 24 September for skimming oil from diving access holes.

BOGGS Arrived B-6 for miscellaneous repairs.

September 24, 1942

ARIZONA Installed and secured #3 deep well pump.
Divers are continuing to check vents, doors,
and other closures.

OKLAHOMA Continued diving progress as follows: Hole #2
(27-28) opened door 5-27-64 into compartment A-47,
opened door 3-33-159 into compartment A0111.
Hole #3 (47-48) opened door 5-45-86 into compartment.
Hole #4 (76-77) opened door
3-65-185 into compartment B-105, opened hatch
3-82-93 into compartment C-27, opened door
3-85-209 into compartments C-103. Hole #7 (114-
115), opened door 5-112-146 into compartment D-50-
V4 Pacific Bridge Company continued operations
on keel and on anchorages on Ford Island. Shop 41
has completed and delivered to Pacific Bridge
Company 60 (of 84) thrust brackets for righting
bents. Work started in Shop 11 in airlocks for
installation on bottom of ship.

PREBLE Completed and departed.

Undocked Dry Dock No. 3, went to B-21 for completion.

SWAN

GRAYLING Undocked Dry Dock No. 3, went to B-21 for completion..

SILVERSIDES

Undocked Dry Dock No. 3, went to B-1/2 for completion.

FLYING FISH Arrived Berth 12, prior to docking.

September 25, 1942

ARIZONA Divers continued checking vents, doors and
other closures. The door leading to D-304-M
is sprung and difficult to make tight.

OKLAHOMA Diving progress continued as follows: Hole #3 (47-48) opened door 5-43-79 into compartment A-53-M. Hole #6 (98-99) opened door 6-104-56 into compartment D-28-M, opened door 8-110-50 into compartment D-34-M, opened hatch 5-98-30 into trunk D-38, opened door 5-98-120 into compartment D-39. Hole #7 (114-115) opened door 410-144 to compartment D-46-M. Pacific Bridge Company cleared in preparing keel tar bearing pads and continued operations on cable anchorages. YSR-5 not yet available for removing oil from diving access holes.

BOGGS Completed and departed.

TURK Docked Dry Dock No. 3.

FLYING FISH Docked Dry Dock No. 3.

September 26, 1942

ARIZONA Divers continued working on doors, vents, and other closures on the 2nd platform.

OKLAHOMA Diving progress continued as follows: Hole #4 (76-77) dogged down door 3-98-219, dogged down door 3-82-203, opened door 3-19-211 into compartment C-105, Hole #6(9E-99) opened door 5-99-130 into compartment D-40-M, opened door 5-101-132 into compartment D-42-M, opened door 5-102-143 into compartment D-42-M, opened door 5-104-136 into compartment D-46-M, opened door 5-104-125 into compartment D-46-M. Hole #7 (114-115) opened door 5-114-150 into trunk D-54. Pacific Bridge Company preparing keel for bearing pads and sectioning of anchorages to receive concrete.

SUNNADIN Arrived B-14 for routine boiler cleaning.

SILVERSIDES Completed and departed.

September 27, 1942

ARIZONA Diver continued working on door and vents to make tight for pumping down 2nd platform magazines aft.

OKLAHOMA Diving progress continued as follows: Hole #4 (76-77) opened door 3-79-199 into compartment C-101, opened door 3-82-201. into Etc compartment C-3. Divers in holes 2,3, and 6 engaged in clearing obstructions in way of opening doors. Pacific Bridge Company setting anchor rod assemblies in section one of anchor "B".

BALOH Completed and departed.

September 28, 1942

ARIZONA Diver continued working on doors and vents. Expect to be ready to start today (9/29).

OKLAHOMA Continued interior diving operations as follows:
Hole #2 (27-28) worked on opening hatch 3-30-71 into passage A-50-S. Hole #3 (47-46) opened hatch 5-48-27 into trunk A-57-5, opened hatch S-48-75 into compartment A-115. Hole #4 (76-77) opened door 3-78-212 into trunk C-23, opened door 3-81-214 into compartment C-110-P, closed door 3-82-216 and dogged down, opened door 3-78-210 into trunk 0-24. Hole#7 (114-115) opened door 5-115-156 into compartment D-36.YSR-8. Began removal of oil that has accumulated in the diving access holes in ship. Pacific Bridge Company poured first section of concrete in North end of anchorage "5", including setting of two anchor rod assemblies, and also began setting in position on keel of thrust brackets for righting bents.

CUSHING Arrived Berth 13 for installation of F.D. radar.

SMITH Arrived Berth 13 for installation of F.D. radar.

PORTER Arrived Berth 16 for installation of 1.1 power drive.

CINCHONA Arrived Berth 14 for repairs to 6 cyl. diesel engine and 60 H.P. generator.

September 29, 1942

ARIZONA Started pumping magazine area at 0915. Unable to pump below 1st platform due to leaks. Being investigated by divers.

OKLAHOMA Diving progress continued as follows: Hole #4 (76-77). Opened door 3-87-222 into compartment C-104, opened door 3-90-222 ½ into compartment C-104, opened door 3-95-228 into compartment C-108. Bulkhead in which above doors are located shows indications of rupture by explosion. Further investigation will be made. Hole #6 (68-99) opened door 2-103-127 into compartment D-45-M, opened door 6-108-129 into compartment D-15-M. Pacific Bridge Company setting anal= rod assemblies in section two of anchor "B".

TERREHAUT Undocked Floating Dry Dock YFD2, went to B-1 for completion.

CGC WALNUT Arrived B-6 for installation of W.E.A. sound equipment.

September 30, 1942

ARIZONA Diver burned one drain hole between D-302-M and D-302 1/2-M. Started pumping second platform area. Recovered remains of 8 bodies and sent to Aiea hospital.

OKLAHOMA Diving progress continued as follows: Hole #4 (76-77) closed door 3-98-236, opened door 3-73-204 into passage B-100, opened door 3-71-202 into compartment E0-104. Hole #6 (98-99) opened door 5-105-138 into compartment D-44-M, opened door 5-108-152 into compartment D-44--M. opened door 5-106-140 into trunk L.47, opened batch 3-107-94 into compartment D-120-P. Pacific Bridge Company making election 2, ancho ready to receive concrete. Continued scraping keel plate prior to welding en bearing pads. Manufacture of all bearing thrust pads has been completed by Shop 41. Manufacture and installation of air locks were delayed in Shop 41 since, when plane were finally received, the shop was occupied with a large volume of repair work.. Plan for piping and facilities for air locks has been started by Design.

October 1, 1942

ARIZONA Continued pumping operations to unwater 2nd platform magazines. Started pumping some oil from #3 pump. Rigged floating boom to confine oil and obtained services of Juicy Lucy to remove it. Inspected second platform area and started removing cork and debris preparatory to removing ammunition.

OKLAHOMA Diver progress continued as follows: Hole #2 (27-28) working on hatch 3-30-71 which is stuck fast. Hole #3 (47-48) dogged down hatch 2-48-113. Hole # 4 (76-77) Yard divers renewing diving 'hose and telephone cable. Hole #6 (98-99) opened door 3-108-227 into compartment D-105, opened door 3-108-242 into compartment D-105, opened door 3-108-225 into compartment D-110-S. Pacific Bridge Company poured section 2 of anchor "B". Continued making keel plate ready for welding bearing pads.

YO24 Arrived and docked Marine Railway.

MISSISSIPPI Completed and departed.

October 2, 1942

ARIZONA Continued pumping operations to keep 2nd platform magazines unwatered. Continued making preparations to remove 5" ammunition. Diver resumed burning shield above 5" broadside gun. This is the forward port 5"/51 gun and is the only 5" curt not yet removed. Tried lifting gun with crane #68 without success. Will obtain services of Haviside when available.

OKLAHOMA Diving operations continued as follows: Hole #2 (27-28) dogged down door 3-30-157. Drilled for extra access hole through bottom at frame 31.32, in order to simplify access and reduce hazards in divine operations. Hole #3 (47-48) opened door 3-48-165 into compartment A-122-5. Hole #4 (78-79) proceeded down trunk C-24 into compartment C-24 (Ice Machine Room). Trunk C-24 showed signs of damage. Opened hatch 60-77-16 into compartment C-8, opened door 6-78-38 1/2 into compartment C-23, opened door 5-78-122 into compartment C-26, opened door D-23-124 into compartment C-28, opened door 5-76-111 into compartment B-10. Proceeded down trunk C-23 to compartment C-23 (After Dynamo Room.) Opened batch 6-77-17 into compartment C-5. Hole #7 (114-115) opened door 5-116-152 into compartment D-52-M. Pacific Bridge Company making section 2 of anchor "B" ready to receive concrete.

PLUNGER Undocked Floating Dry Dock YFD2, completed and departed.

October 3, 1942

ARIZONA Continued pumping operations to keep 2nd platform magazines unwatered. Continued removal of debris from 2nd platform magazines. Started making preparations to rig lights. Diver continued working on 5" gun on port side.

OKLAHOMA Diving progress continued as follows: Hole #3 (47-48) opened door 3-49-167 into compartment A-117, opened door 3-58-175 into compartment A-121, opened door 3-59-177 into trunk A-122 3/4, opened hatch 3-59-179 into compartment A-63, closed door 3-60-179 and dogged shut. Hole #4 (76-77) closing hatch 2-82-121. Hole #6 (98-99) opened hatch 3-99-92 into compartment D-100-7. Hatch 2-98-114 was found open. Cutting access hole from D-23 to D-25 1/2. Hole #7 (114-115) opened door S-115-154 into compartment D-55-M. Pacific Bridge Company making section 3 of anchor "B" ready for concrete. Also welding bearing pads on to keel plate in the vicinity of frame 65.

P.A.B. BARGE #14

Arrived and docked Floating Dry Dock YFD2.

P.A.B. BARGE #15

Arrived and docked Floating Dry Dock YFD2.

Y024

Undocked Marine Railway completed and departed.

Completed and departed.

SAN JUAN

October 4, 1942

ARIZONA

Continued pumping operations to keep 2nd platform magazines unwatered to about 4 feet below 1st platform. Continued removing debris and loose cork from 2nd platform magazines. Started rigging lights in handling rooms and passage ways.

OKLAHOMA Diving progress continued as follows: Hole #2a (31-32) opened door 7-31-3 into passage A-11-3. Hole #4 found transverse bulkhead #60 damaged and pulled away from overhead in 3rd deck passageway B-100. Also, longitudinal bulkhead on outboard side of this passageway is damaged and pulled away from deck from about frame 60 to frame 68. This is the inboard bulkhead of the 3rd deck outboard storerooms. Closed hatch 2-82-121 in 2nd deck, opened door 7-77-7 into compartment C-6. Hole #6 (98-99) continued cutting access hole from D-23 to D-25 1/2. Hole #7 (114-115) working on door 5-110-144 to compartment D-46-M. Pacific Bridge Company poured section 3 of anchor "B"; also , welding bearing pads to keel plates. YSR-S skimming oil from diving access holes.

CGC WALNUT Completed and departed.

DRAYTON Arrived B-2 for repairs to bow.

FLUSSER Arrived B-2 1/2 for damage repairs.

MALANAO Arrived and docked Marine Railway.

P.A.B. BARGE #14 Undocked YFD2, completed and departed.

P.A.B. BARGE #i15 Undocked YFD2, completed and departed.

October 5, 1942

ARIZONA Continued pumping operations. Continued removing cork and debris from 2nd platform magazines. Diver continued work on 5" gun on port side.

OKLAHOMA Diving progress continued as follows: Hole #2a (31-32) opened door 7-32-5 into compartment A-12, opened hatch 8-30-9 into passage J-29, opened hatch 8-30-8 into passage A-11-P, opened door 6-32-18 into compartment A-30-P, opened door 5-32-19 into compartment A-30-S. Hole #3 (47-46) opened door 3-32-173 into compartment A-122-F. Hole #3(98-99) continued cutting access hole from D-23 to D-24 1/2. Pacific Bridge Company welding bearing pads to keel plate; also, setting anchor rod assemblies in section 4 of anchor "S".

FLUSSER Docked Floating Dry Dock YFD-2.

GRAYLING Completed and departed.

NEW ORLEANS Arrived Berth 2.

HILO Arrived Berth 4.

CASSIN Last piece of hull scrapped in dock this date.

October 6, 1942

ARIZONA Continued pumping operations to keep second platform magazines unwatered. Navy Yard photographer took a series of still pictures on topside and interior of handling rooms passageways, and magazines. Continued making preparations to remove 5"/25 cal. ammunition.

OKLAHOMA Diving progress continued as follows: Hole #2 (27-28) opened hatch 2-27-107 to 2nd deck. Hole #3 (47-48) door 3-60-192 found to be blown off hinges as well as doors 3-52-184 and 3-5&.188. Bulkhead in which the latter two doors are located shows evidence of rupture from frame 60 to frame 52. Opened hatch 2-48-106 to 2nd deck, opened hatch 3-48-74 into compartment A-115-7. Hole #7 (114-115) working on door 5-110-144. Pacific Bridge Company has welded a total of 14 bear ins pads from frame 62 to 75, inclusive; also, preparing section 4 of anchor "B" for concrete pour.

MALANAO Undocked Marine Railway, completed and departed.

SUNNADIN Completed and departed.

October 7, 1942

ARIZONA Continued pumping operations to keep second platform unwatered. Continued removing cork and debris. Making preparations to remove 5"/25 ammunition.

OKLAHOMA Diving progress continued as follows: Hole #3 (47-48) found door 3-52-1C2 opened into compartment A-122. Door shows evidence of explosion. Hatch 3-53-76 forced open about 12". Door 3-40-180 could not be opened since bulkhead in vicinity was found damaged and torn loose from 3rd deck. Hole #6 (98-99) cutting through bulkhead to reach D-25 1/2 from D-23. Hole #7 (114-115) opened hatch 3-114-101 into compartment D-103. Pacific Bridge Company poured 4th and last section of anchor "B". Welded bearing pads to keel plate at frames 76, 77 and 78. Airlocks for holes 4 and 5 are approaching completion in Shop 11. Plan for airlock piping is needed and is understood to be well advanced.

ENTERPRISE Completed and departed.

POLLACK Arrived and docked, Marine Railway.

GRIDLEY Arrived B-18 for installation of F. D. radar.

McCALL Arrived B-12 for installation of F. D. radar.

October 8, 1942

ARIZONA Continued pumping operations. Continued making preparations to remove 5"/25 cal. ammunition. Expect to start removing ammunition today.

OKLAHOMA Diving progress continued as follows: Hole #6 (98-99) completed cutting of access hole from D-23 to D-25 1/2. Opened door 6-99-4.1 into compartment D-25-1-N. Hole #7 (114-115) opened door 3-113-229 into compartment D-103, opened door 3-119-231 into compartment D-107, opened door 3-120-233 into compartment D-107, opened door 3-120-252 into trunk D-109, opened door 3-119-230 into compartment D-108. Door 3-103-227 to D-110-3 found open. Pacific Bridge Company making section 1 of anchor "A" ready for concreting; also, welded bearing pads to keel plate at frames 79, 80 and 81.

October 9, 1942

ARIZONA Continued pumping operations. Started removing catapult charges from D-306 1/2 M. Removed shell carrier and piston from Turret III so as to enlarge mess hole.

OKLAHOMA Diving progress continued as follows: Hole 12a (31-32) opened door 7-32-6 into compartment A-12-2, opened door 7-31-4 into compartment A-12-P. . Divers drilled two holes in bulkhead between compartment A-12-2 and A-12 to relieve air bubble being built up on port side due to trapped divers' air. Hole #3 (47-48) opened door 3-57-171 into trunk A-40. Hole #4 (76-77) opened door 5-72-107 and 5-74-109 forming air lock to fireroom #5. Opened hatch 3-76-89 into compartment B-113; Opened hatch 3-74-87 into pump room B-2-1; opened door 3-75-195 into passage B-110; opened door 3-75-208 into compartment B-114; opened door 3-75-206 into vent compartment. Hole #6 (98-99) opened hatch 5-96-29 into trunk D-27; opened door 5-98-117 into compartment D-39; opened door 6-101443 into compartment D-25-2-M; opened door 8-104-49 into compartment D-27-M; opened door 6-101-45 into compartment D-25-M; hatch 3-99-99 into compartment D-100-5 found open. Pacific Bridge Company continuing operations on anchor "A"; also, welded bearing pads to keel plate at frames 82, 83, 84, and 85.

POLLACK Undocked Marine Railway, completed and departed.

SOUTH DAKOTA Undocked Dry Dock No. 1, went to B-12 for completion.

PORTLAND Completed and departed.

PORTER Completed and departed.

CUSHING Completed and departed.

SMITH Completed and departed.

GROWLER Arrived Berth 17, prior to docking.

October 10, 1942

ARIZONA Continued pumping operations. Rigged sump pumps to lower water level in passageway. Burned section of shell deck to salute access hole in #3 turret.

OKLAHOMA Diving progress continued as follows: Hole #2a (31-32) opened door 6-31-17 into compartment A-29-S. Hole #3 (47-48) door 5-56-95 found open into compartment A-61; door 5-55-91 found open into compartment A-63; opened door 5-55-96 into compartment A-61-P; opened door 5-57-106 into compartment A-64; opened door 5-57-102 into compartment A-62; opened door 5-52-90 into compartment A-58; found door 5-57-104 about 12" open and damaged. Door 5-60-97 found open. Hole #4 (76-77) opened hatch 3-76-82 into fireroom #6 blower room; opened doors 5-74-118 and 5-72-11 forming airlock to B-3-P, opened door 3-69-189 into passage B-109; opened door 3-89-200 compartment B-112; closed manhole in bulkhead between B-114 and C-23. Hole #7 (114-115) opened doors -120-248 into compartment D-106; opened door 3-115-244 to D-104. Opened hatch 2-114-118 to 2nd deck found hatch 3-118-98 open to trunk D-59; found hatch 3-121-100 open to trunk D-60. Pacific Bridge Company poured concrete for winch supports on anchor "B"; also, welded bearings pads to keel plate at frames 86, 61, 51 and 53.

FLYING FISH Undocked Dry Dock No. 3 and 4 redocked DD3 (PM).

TUNA Undocked Dry Dock No. 3, went B-1 1/2 for completion.

CALIFORNIA Completed and departed.

NORTH CAROLINA Docked Dry Dock No. 1.

GROWLER Docked Dry Dock No. 3.

October 11, 1942

ARIZONA Continued pumping operations. Moved 38 catapult charges from handling room of III Turret to topside that had been previously removed from magazine to 13 handling room.

OKLAHOMA Diving progress continued as follows: Hole #1 (19-20) opened hatch 2-13-103 to trunk A-126 3/4; opened door 2-19-241 to compartment A-126; opened hatch 2-21-105 to compartment A-46. Closed hatch 6-13-1 temporarily to enable water over hatch to be pumped out while shipfitters fit bolted plate eventually to close access hole in shell plating at frames 19-20. Hole #4 (76-77) opened hatch 3-70-80 into boiler room #4 blower room. This blower room outboard (portside) in the vicinity of the airlock shows evidence of heavy damage to overhead beams and to deck. Door 5-69-114 was found to be blown partly open and was completely opened by diver, door 5-67-112 was warped so badly as to be unable to move from its closed position. Opened door 3-69-187 into compartment B-111; opened hatch 3-70-85 into boiler room #3 blower room. Both air lock doors 5-69-105 and 5-87-103 are off hinges. Opened door 3-61-181 into compartment B-107; found hatch 3-63-83 open into compartment B-1-1. Hole #7 (114-115) opened hatch 5-118-36 into compartment D-30; opened hatch 6-118-20 into compartment D-17-M. Pacific Bridge Company poured concrete in section 1 of anchor "A"; also, welded bearing pads to keel plate at frames 50, 52 and 60.

MISSISSIPPI Arrived Berth 20 for miscellaneous repairs.

NEW MEXICO Arrived Berth 17 for installation S.C. radar and additional A.A. guns.

October 12, 1942

ARIZONA Continued pumping operations. Continued removing catapult ammunition. Closed 5"1/25 cal. ammunition hoist on 3rd deck to stop leakage from trunk into magazines, and opened door to D-404-M and D-409-M.

OKLAHOMA Diving progress continued as follows: Hole #2a (31-32) opened hatch 5-31-32 into passage A-50-P; opened door 5-32-70 into compartment A-52; opened door 5-33-72 into compartment A-51-M-P; opened door 5-32-68 into compartment A-50; opened door 5-34-76 into compartment A-52-M-P. Hole #4 (76-77) opened hatch 3-60-81 into fireroom #1 blower room. Opened door 5-62-99 into airlock fireroom #1. Upon opening pressure equalizing valve in airlock door 5-64-101, heavy vibration in bulkhead was noticed due to surging condition set up by escaping air indicating probable presence of a minimum 6 foot air bubble in fireroom #1. Opened door 3-61-194 into compartment B-108. Hole #6 (98-99) closed hatch 2-S .123 to 2nd deck. Found closed doors 3-98-217 and 3-98-221. Opened door 3-101-223 into compartment D-101. Opened door 5-99-119 into compartment D-41-M. Hole #7 (114-115) opened hatch 6-118-19 into compartment D-17-S. Found open door 5-122-164 into compartment D-63. Opened door 5-121-162 into compartment D-58. Pacific Bridge Company preparing section 2 of anchor "A" to receive concrete; also, welded bearing pads to keel plate at frames 56, 57, 58 and 59.

RUFF Arrived Berth 14 for repairs to steering gear.

October 13, 1942

ARIZONA Continued pumping operations. Removed 153 catapult charges from 2nd Platform magazine and loaded on lighter.

Diving progress continued as follows:

OKLAHOMA Hole #2a (31-32) opened door 5-30-66 into compartment A-49-M; opened door 5-32-65 into passage A-50-S; opened hatch 5-31-25 into passage A-29. Hole #3 (46-47) proceeded down trunk A-40 to compartment A-40; opened hatch 6-56-14 into compartment A-22; opened door 3-60-179 into passage B-101. Hole #4 (76-77) opened hatch 3-60-78 into fireroom #2 blower room. Heavy damage in this area makes it impossible to reach airlock doors, the deck is pulled away from frame 60 bulkhead, and the bulkhead separating fireroom #1 and void tank B-1-2-P-V appears to be blown through. There is no evidence to show that frame 60 bulkhead has been ruptured. Hole #6 (98-99) opened door 3-101-240 into compartment D-102. Found closed door 3-98-238 which is to remain closed. Closed door 3-98-234 which is to remain closed. Found open hatch 2-98-114 to 2nd deck. Pacific Bridge Company welded bearing pads to keel plate at frames 101, 102, 103, 105, 106, 109; also, continued making ready for concrete pour in section 2 of anchor "A".

ALLEN Arrived Berth 6 for miscellaneous repairs.

COLORADO Arrived Berth 12.

October 14, 1942

ARIZONA

Started removing 5"/25 cal. ammunition from D-304-M. Continued pumping operations.

OKLAHOMA

Diving progress continued as follows: Hole #2a (31-32) opened door 5-34-69 into compartment A-52-M-S; opened door 5-37-71 into compartment A-53-44 opened door 5-38-73 into compartment A-53-M.S. Hole #7 (114-115) opened door 5-131-147 into compartment D-66; opened door 5-120-160 into compartment D-58 1/2; found open hatch 2-114-125 into compartment D-112; opened door 2-115-263 into compartment D-113. Commenced installation of airlock for Hole #5(83-84). Pacific Bridge Company poured concrete in section #2 of anchor "A"; also, welded bearing pads to keel plate at frames 100, 104, and' 108.

FLYING FISH Undocked Dry Dock No. 3, completed and departed.

GROWLER Undocked Dry dock No. 3, completed and departed.

WRIGHT Arrived Berth 2 for installation of fathometer.

CUSHING Arrived for repairs to F.D. radar.

October 15, 1942

ARIZONA

Continued pumping operations. Continued removing 5"/25 cal. ammunition from D-304 1/2-M.

OKLAHOMA Diving progress continued as follows: Hole #3 (47-48) opened door 6-54-37 into compartment A-40-S; opened hatch 6-54-13 into compartment A-22-S. Hole #7 (114-115) found open hatch 2-123-120 into compartment D-110. Closed hatch 2-123-127 into compartment D-110. Fifty-eight (58) portholes on 2nd deck starboard side from frame 144 to frame 39 found to be open except for one at frame 120, one at 86, two at 67 and six between. 61 and 51. Continued installation of airlock at hole #5(83-84). Commenced installation of airlock at hole #4(76-77). Pacific Bridge Company welded bearing pads to keel plate at frames 107, 110 and 111.

McCALL Docked dry dock No. 3.

DRAYTON Docked dry dock No. 3.

CUSHING Completed and departed.

October 16, 1942

ARIZONA Continued pumping operations to maintain magazines unwatered. Removed 266 - Y/25 cartridge tanks from magazines to lighter. Removed last 5"/51 gun from port side, and about 30 tons of scrap metal.

OKLAHOMA Diving progress continued as follows: Hole (19-20) drilling test holes in bulkheads and decks prior to cutting drainage holes. Hole #7 (114-115) working on closing hatch 2-114-125. Continued survey of airports on 2nd. deck starboard side. Continued installation of airlocks at holes #4 (76-77) and #5 (83-84). Pacific Bridge Company poured concrete section #3 of anchor "A"; also, welded bearing pads at frames 112 and 114.

SOUTH DAKOTA Completed and departed.

October 17, 1942

ARIZONA Continued pumping operations. Removed 385 - 5"/25 cal. charges from 2nd platform magazines to lighter.

OKLAHOMA Diving progress continued as follows: Hole #1 (19-20) opened hatch 6-13--1. Burned two holes, 1-4" and 1-1 1/2", through compartment A-5 into A-27 for drainage. Burned one 4" hole in bulkhead at frame 14 from compartment A-5 into compartment A-3 for drainage. 1..11 holes burned in low side. Hole # 3 (47-48) working on hatch 2-34 115. Survey of airports on starboard side is being continued; in making survey an airplane was uncovered and preparations to remove were made. Engine and propeller have been recovered and delivered to Ford Island. Pacific Bridge Company making section 4 of anchor "A" ready to receive concrete; also, welded bearing pads to docking keel at frames 113 and 115.

MALANAO Arrived Berth 24.

October 18, 1942

ARIZONA Continued pumping operations. Continued removing 5"/25 cal. ammunition. A total of 1,07 - 5"/25 and 218 catapult charges have been removed to date from the 2nd platform magazines.

OKLAHOMA Diving progress continued as follows:
Hole #1(19-20) drilling holes preparatory to burning holes for drainage in this section. Hole #2a (31-32) opened door 5-43-79 into compartment A-55. Hole #3 (47-48) working on the closing of hatch 2-54-115. Hole #7 (114-115) closed hatch 2-114-125 to 2nd deck. Continued installation of airlocks at holes #4 (76-77) and #5 (83-84); commenced installation of airlock at hole # 6 (98-99). Installations are slow due to shortage of welding machines, and use of airlocks must await shop work of fittings for doors and piping. Pacific Bridge Company welded bearing pads to keel at frames 93, 97, 96 and 99.

ALLEN Completed and departed.

HILO Completed and departed.

CHEW Arrived B-6 for miscellaneous repairs.

October 19, 1942

ARIZONA Continued pumping operations. Made preparations to start removing 5"/25 cal. ammunition from D-306-M. Repairing gear, checking lighter, etc. Yard diver continued underwater cutting to remove structural wreckage forward. Recovered one paravane.

OKLAHOMA Diving progress continued as follows: Hole #3 (47-48), working on closure of hatch 2-54-115. Hole #7 (114-115) cut hole through expanded metal bulkhead compartment D-58, Opened door 5-12-145 into compartment D-571/2. Continued exterior mud line survey, of starboard side. Continued installation of three airlocks at holes #4 (76-77), #5(83-84) and #6 (98-99) Removed core from starboard propeller. Hemmed cutting access holes into blister for use in connection with backstay attachments. Pacific Bridge Company completed concrete pour in section #4 of anchor "A"; raised bearing pads to keel plate at frames 87, 94, and 90, and installed floating walkway from Ford Island to ship. Salvage Diving boat loaned to bomb recovery unit for work outside of harbor. This will delay establishing air bubble in the forward section of the ship due to loss of use of generator on this boat for arc cutting of drainage holes in decks in the forward section.

PLUNGER Undocked Floating Dry Dock YFD2, went to B-18 for completion.

YO109 Launched.

COLORADO Completed and departed.

October 20, 1942

ARIZONA Continued pumping operations. Removed 304 - 5"/25 cal. charges from 2nd platform magazines to lighter.

OKLAHOMA (1) Diving progress continued as follows:
Hole #7 (114-115) opened hatch 3-114-96 into compartment D-105. Opened door 2-115-26C into compartment D-113-P.
(2) Continued installation of airlocks at holes #4 (76-77), #5 (83-84), and #6 (98-99). Continued drilling and chipping of manholes into lower blister starboard side. Yard divers and mechanics continued work on removal of starboard propeller.
(3) Pacific Bridge Company made section #5 of anchor "A" ready to receive concrete; also, welded bearing plates to keel at frames 88, 89, 91, 92 and 93.

CRAVEN Arrived Berth 21 for F. D. radar.

PERKINS Arrived Berth 21 for F. D. radar.

MINNEAPOLIS Arrived Berth 3 for repairs to rudder, ship to dock.

YS110 Commenced construction on try: is craft.

October 21, 1942

ARIZONA Continued pumping operations. Removed 548 5"/25 cal. ammunition from 2nd platform magazines to lighter. Removed wrecking charges, T.N.T. blocks, and bomb fuses from bomb locker.

OKLAHOMA (1) Divers worked on opening W.T. hatch #3-30-157 to A-115. (2) Continued installation of airlocks at holes 4, #5 and #6. Lock at #4 complete with the exception of piping. Completed installation of access hatch at hole #2 (27-28). Airlock #3 is nearing completion structurally in Shop 11. Airlocks #2 and #7 show slow progress in Shop 11, and #2 will be the first one needed on the ship. Continued drilling and chipping of manholes into lower blister. (3) Pacific Bridge Company completed concrete pour in section 5 of anchor "A"; also welded bearing plates to keel at frames 45, 55, and 90.

FLYING FISH

Arrived and docked Floating Dry Dock YFD2.

NASSAU

Arrived Berth 12, for completion Y.G. installation, string type, sound powered telephone system and miscellaneous repairs.

October 22, 1942

ARIZONA Continued pumping operations. Removed 589 5"/25 cal. charges from 2nd platform magazines.

OKLAHOMA (1) Diving progress continued as follows:
Hole #1(19-20) burned drainage hole through step platform from compartment A-27 to A-45 on the low (port) side. Burned drainage hole in port side of bulkhead at frame 14 from compartment A-25 to A-27. Hole #2(31-32) opened hatch 3-30-71 into compartment A-115. Opened door 3-39-159 1/2 into trunk A-115 1/2. Opened door 5-39-75 into trunk A-54. Opened hatch 5-39-24 into trunk A-31 1/2. Hole #7 (114-115) in order to assure drainage of compartment D-49-M, one hole drilled in bulkhead between D-49-M and 0-48 and working on door 5-113-135 which is held closed.
(2) Work continues on installation of three airlocks, piping work started on lock at hole #5 (83-84). Continued work on providing access manholes into lower starboard blister.
(3) Pacific Bridge Company preparing section E6 of another "A" for concrete; also, welded bearing pads to ship at frames 42, 43 and 44.

WRIGHT Completed and departed.

October 23, 1942

ARIZONA Continued pumping operations. Removed 615 5"/25 cal. charges from 2nd platform magazines to lighter.

OKLAHOMA (1) Diving progress continues as follows:
Hole #1 (19-20) drilling drainage holes through 3rd deck starboard side from compartment A-45 into A-104. Hole #7 (114-115) running air line from surface to compartments D-110 and D-111. This line necessary to provide bubble due to inaccessibility of these compartments except through hatches in the 2nd deck. Rigging to drill hole in tank A-92-F preparatory to removing; oil or water in accordance with air bubble plan. (2) Continued installation of airlocks at holes #4 (76-77), #5 (83-84) and #6 (98-99). Continued providing manholes in loser starboard blister. (3) Pacific Bridge Company welded bearing pads at frames 37, 38, 40, 41, and 56; also, commenced building up false timber keel to cover thrust brackets and provide for docking.

NASSAU Completed and departed.

GRIDLEY Completed and departed.

October 24, 1942

ARIZONA 2 and 3 pumps stopped about 0530 in the morning (10/23). Magazines flooded to shell deck of Turret #4. Repaired pumps and pumped down again. Removed 311-5"/25 Cal. charges from 2nd platform magazines to lighter.

OKLAHOMA (1) Diving progress continued as follows:
Hole #2a, (31-32) opened door 6-38-23 into compartment A-31; opened door 6-37-20 into compartment A-31-P; opened door 6-38-22 into compartment A-32-M.P. Hole #4 (76-77), working on closing hatch 2-54-115. Hole #7 (114-115) opened door 2-132-272 and proceeded into compartment D-111 where air hose was made fast.
(2) Drilled and tapped through bottom shell plating one-inch holes in tanks A-92-F and A-94-F at low points on port side for emptying. Continued removal of water from tank A-91-F by means of air pressure. (3) Continued installation of airlocks. Continued drilling and chipping of manholes in lower starboard blister. Navy Yard workmen continue work on starboard propeller. (4) Pacific Bridge Company welded bearing pads at frames 36, 46, 49 and 54. Continued building of false keel, and made section 6 of anchor. "A" ready to receive concrete.

SARATOGA Undocked Dry Dock No. 2, went to B-3 for completion.

McCALL Undocked Dry Dock No. 3, went to B-16 for completion.

DRAYTON Undocked Dry Dock No. 3, went to B-16 for completion.

BOGGS Arrived B-6 for miscellaneous repairs.

VICTORIA Arrived B-13.

October 25, 1942

ARIZONA Continued pumping operations. Removed 299 5"/25 cal. charges from 2nd platform magazines to lighter. All ammunition has now been removed from the after magazines. Divers started removing small arms from Armory.

OKLAHOMA (1) Diving progress continued as follows:
Hole #2a (31-32) opened door 6-37-21 into compartment A-31-S; opened door 6-36-25 into compartment A-32-L;-S; opened hatch 3-39-73 into trunk A-54; opened hatch 6-39-11 into compartment A-14; opened door 344-163 into compartment A-113. Hole #3 (47-48) working on closure of hatch 2-54-115. Hole #4 (76-77) closed hatch 2-62-117 leading to 2nd deck. Pressure having equalized, airlock door 5-64-101 was opened into FR#1(see report of October 11). Air still trapped above door. Opened manhole from B-107 to blower intake. Closed hatch 2-74-119 leading to 2nd deck. (2) Forcing water from tank A-91-F by means of air until 1410 when oil started coming through outlet holes in tanks A-96-F and A-98-F at frames 51 1/2 and 57 1/2 respectively securing 1" capped nipple. (3) Continued installation of 3 airlocks and the drilling and chipping of access manholes into starboard lower blister. Completed removal of starboard propeller. (4) Pacific Bridge Company welded bearing pads at frames 33, 34, and 35. Continued operations on false keel, and poured concrete in final section, 4-6, of anchor "A".

FLYING FISH Undocked Floating Dry Dock. YFD2, completed and departed.

LANG Arrived Berth 21.

TRITON Docked Dry Dock No. 3.

FULTON Arrived and docked Dry Dock No. 2.

NEW MEXICO Completed and departed.

MISSISSIPPI Completed and departed.

MARYLAND Arrived B-17 for removal of boat cranes.

October 26, 1942

ARIZONA Continued pumping operations. Continued removing all arms from Armory. Overhauled equipment used in removal of ammunition.

OKLAHOMA (1) Diving progress continued as follows:
Hole #2a (31-32) opened door 5-37-76 into compartment A-53-M; opened hatch 2-30-104 leading to 2nd deck; opened hatch 3-30-71 into passage A-50-P; opened manhole at frame 30 in compartment A-29 into compartment A-11. Closed hatch 2-30-10, leading to 2nd deck.
Hole #3 (47-48) opened door 6-53-38 into compartment A-38-M; Opened door 6-50-34 into compartment A-37-M.
Hole #4 (76-77) door and dogs (3-73-204) damaged to the extent of being unable to close; since air bubble will not reach this level, work was abandoned on this door.
Opened door 3-82-216 into trunk C-2; closed door 3-78-212 into trunk C-23; opened door 3-82-218 into trunk C-4; opened door 3-82-203 into trunk C-1; opened two manholes in fore and aft bulkhead port side of passage B-101.
(2) Airport covers ???? on sight ports ports between frames 118 and 131 at 2nd deck level. (3) Completed blowing fuel tank A-91-M.
(4) Continued installation. of 3 airlocks, cutting and chipping of manholes in starboard lower blister. (5) No operations by Pacific Bridge Company this date.

PYROPE Docked Floating Dry Dock YFD2, for repairs to W.E.A. sound equipment.

TRITON Undocked Dry Dock No. 2, completed and departed.

October 27, 1942

ARIZONA Continued pumping operations. Continued cleaning and repairing equipment. Making preparations to begin work toward removal of Turrets 3 and 4. Turrets inspected by party of Army officers.

OKLAHOMA (1) Diving progress continued as follows: Hole #3 (47-48) opened hatch 2-54-108 leading to 2nd deck; opened hatch 3-53-76 into passage A-122-F; opened door 6-47-29 into compartment A-35-M-S. (2) Blanked off 12 airports on 2nd deck starboard side between frames 101 and 121. Drilled and tapped 1" hole in tank B-92-W at frame 62 for liquid removal purposes. (3) Continued installation of three airlocks and also the drilling and chipping of manholes in starboard lower blister, (4) Pacific Bridge Company completed pour on section 6 of anchor "A", and continued construction of false keel.

KEOSANQUA Arrived Berth 14 for routine boiler cleaning.

MINNEAPOLIS Docked Dry Dock No. 2.

CHINCHONA Completed and departed.

October 28, 1942

ARIZONA Continued pumping operations in Turrets 3 and 4. Continued cleaning and overhauling of equipment. Yard divers continued cutting scrap steel in forward part of ship.

OKLAHOMA (1) Diving progress continued as follows:
(a) Hole #1 (19-20) opening manhole in compartment A-42 leading to gasoline tank.
Drilled 2 drainage holes from A-45 to A-104.
Opened manhole to A-81-V. Manhole to A-2 found open. (b) Blanked off 14 airports between frames 60 and 100 on 2nd deck starboard side. (c) Drilled and tapped air inlet and liquid outlet holes in tank A-86-W at frame 21 1/2.
(2) Continued installation of 3 airlocks. Shell hatches for remaining 3 locks are installed. Installation of airlock at hole 0 is awaiting completion of diving operations in this hole held up by an excessive amount of oil. Services of ISM requested. Thirteen access manholes now complete in starboard lower blister. (3) Pacific Bridge Company welded bearing pads at frames 32, 39, 47 and 48 which completes this phase of operations. Continued laying of false keel.

PYROPE Undocked Floating Dry Dock YFD2, completed and departed.

DORSEY Arrived Berth 6 for miscellaneous repairs.

McCALL Completed and departed.

October 29, 1942

ARIZONA Began removing holding down clips and watersheds, Turret #3. Yard divers continued cutting scrap.

OKLAHOMA (1) Diving operations continued as follows:
Hole #1 (19-20) drilled three holes in 1st platform bulkhead between compartments A-42 and A-1. Secured hoses in compartments A-45, A-27, and A-3 as water level indicators during blowing operations. Drilled and secured 1" pipe fitting in tank A-86-W at low point. Drilled 1" hole in tank A-88-V. (2) Continued installation of 3 airlocks; continued drilling and chipping of access manholes in lower starboard blister. There are 13 completed manholes. (3) Pacific Bridge Company continued laying of false keel.

McCALL Arrived Berth 16 for additional repairs.

October 30, 1942

ARIZONA Turret III continues removal of holding down clips and water sheds. Continued pumping operations. Yard divers continued cutting scrap steel, forward section of ship.

OKLAHOMA Diving progress continued as follows: Hole #2A (31-32), found open door 3-30-170 into compartment A-108-1. Finally abandoned efforts to open door 5-53-67 to A-51-M-S, apparently jammed closed by 14" projectiles, and removed test fitting cap for venting. Hole #3(47-48) closed door 3-60-179 into passage B-101; connected outlet hose to low point in tank B-92-W at frame 62 1/2 and started to blow tank. Blanked off 14 air ports between frames 31 and 57 at second deck starboard side, and one air port between frame 28 and 29 at main deck starboard side. Continued installation of piping and telephone connections in 3 airlocks at holes #4(76-77), #5(83-84) and #6 (98-99). Continued drilling and chipping of access manholes in starboard lower blister. Installed working platform and removed bolts from fairwater in preparation for removal of port propeller (underwater.) Pacific Bridge Company continued laying false keel from aft to forward.

DORSEY Completed and departed.

SC501 Arrived Berth 4 for reconstruction and repairs.

COLORADO Arrived Berth 21 for repairs and alterations.

October 31, 1942

ARIZONA Operations continued.

OKLAHOMA Operations continued.

CHALCEDONY
Docked Floating Dry Dock YFD-2.

November 1, 1942

ARIZONA Continued pumping turret #3, to handling room deck. Continued removal of holding down clips and watersheds in turret #3. Began disassembling machinery in hand gear room, turret #3. Yard divers continued cutting scrap steel in forward section of ship, port side.

OKLAHOMA (1) Diving progress continued as follows: (a) Drilled and tapped 2-1" holes and 1-1" hole in tank A-85-W at frame 22, also 1-1" hole and 1-4" hole in tank A-84-W at frame 22. (b) Blanked off 14 airports between frames 60 and 84 on starboard side main deck. (2) Continued installation of 3 airlocks at hole #4 (76-77), #5 (83-84), #6 (98-99) and commenced installation of airlock at hole 0(47-48). Continued drilling and chipping of access manholes in starboard lower blister. (3) Started blowing of tanks A-91-F, A-92-F, A-94-F, and A-96-17. Completed A-91-F and A-94-F with 4.5 pounds per sq. inch and 7 pounds per sq. inch respectively; A-92-F and A-96-F apparently have air-leaks back into ship proper as it was impossible to build up pressure. These will be left until pressure is applied to whole ship. (4) Pacific Bridge Company continued laying of false keel and started drilling for tie bolts on "abalone" cofferdam between frames 39 1/2 and 31 1/2 on starboard lower blister. Continued work on winch foundations on Ford Island.

SALT LAKE CITY Arrived Berth 2 for repairs.

FARENHOLT Arrived Berth 3.

S.C. 501 Hoisted out onto 1010 pier.

McCALL Completed and departed.

November 2 , 1942

ARIZONA Continued pumping turret #3. Continued removal of holding down clips, and machinery in turret #3. Yard divers continued cutting scrap steel in forward section of ship. Divers made inspection and took measurements for cofferdam to be installed on main deck at stern for unwatering airplane crane machinery compartments and removal of kingpost and machinery

OKLAHOMA (1) Diving progress continued as follows: Hole #4 (76-77) closed door 5-76-111 into wiring passage 3-78-212 to trunk C023, and 3-77-197 to trunk C-25. This completes diving operations inside the ship until after completion of airlocks. Drilled and tapped 1-1" hole in tank A-64-W, 1-1" hole and 1-," hole in tank A-62-V. (2) Continued installation of 4 airlocks, and on drilling and chipping access manholes in starboard lower blister. (3) Pacific Bridge Company continued laying of false keel and preliminary work on blister cofferdam. Continued work on winch foundations on Ford Island.

CHALCEDONY Undocked Floating Dry Dock, 1 completed and departed.

THORNTON Arrived Berth 16.

MIDWAY Arrived Berth 22, for overhaul of main engines.

November 3, 1942

ARIZONA Continued removal of hold down clips and machinery, turret 43. Continued pumping turret 0. Yard divers continued cutting scrap steel in forward section of slap. Started preparatory work for installation cofferdam for removal of stern airplane crane machinery.

OKLAHOMA (1) Diving progress continued as follows: Burned off grating over port between frames 95 and 96 and also prepared port between frames 85 and 86 to receive cover. (2) Continued installation of 4 airlocks; completed drilling and chipping of access manholes in starboard lower blister, and continued work on removal of port propeller. (3) Pacific Bridge Company continued installation of false keel, preparing starboard lower blister to take cofferdam, and installing winch foundations on Ford Island.

TUNA Completed and departed.

November 4, 1942

ARIZONA Continued pumping Turret #3. Continued removal of hold down Clips turret #3, and machinery in hand gear room. Divers (Yard) continued salvaging scrap metal.

OKLAHOMA (1) Diving progress continued as follows:
Drilled and tapped 1-1" hole in tank
A-82-V at frame 13, and 1-1" hole in
tank B-94-W at frame 67. Blanked off airports
(2) between frames 85 and 86 between
frames 95 and 96 at 2nd deck starboard side.
(2) Applied air pressure to ship section #1
(forward of frame 20). A pressure of 5
pounds per sq. inch was applied and will
be held in an endeavor to observe any air
leakage. (3) Continued installation of 4
airlocks; commenced welding support marts for
starboard blister walkway to ship, and
completed access manholes in starboard
lower blister. (4) Pacific Bridge Company
continued laying of false keel. Cofferdam
worn at frames 31 1/2 to 39, and also continued
winch foundations on Ford Island.

THORNTON Completed and departed (replaced 1 turbo-generator).

GRIDLEY Arrived berth 3 for repairs to turbine casing.

November 5, 1942

ARIZONA (1) Continued removal of holding down clips
in Turret III. The forward and port and starboard
clips are removed and suspended by 'sirs inside
barbette. There are two remaining Clips in
afterside. These are ready for removal and
suspension. (2) Began disassembling train worn
and pinion. (3) Conducted diving operations clearing
obstructions for installation of cofferdam.
around stern air plane crane. (4) Yard divers
continued cutting scrap steel forward. Recovered
two large 70# steel plates in good condition.

OKLAHOMA (1) Diving progress continued as follows: Drilled and tapped 1-1" hole in tanks B-96-W, C-92-F, and C-94-P. (2) Applied air pressure to ship forward of frame 20 to establish forward section of air bubble. (3) Continued installation of air locks. Lack of machined reach rode and differential pressure gauges holding up completion. Slow progress on these items IL Choi. 31 and on the two remaining airlocks and the blister connections in Shop 11 is causing appreciable delay in salvage operations. Continued installation of angle supports for starboard blister walkway. (4) Continued work by divers to remove blades from port propeller (submerged) (5) Pacific Bridge Company continued laying of false keel and poured concrete in portion of remaining winch supporting frames on Ford Island.

TRITON Undocked D.D.#3 and went to B-1 for completion.

CRAVEN Completed and departed.

NEW ORLEANS
Completed and departed.

McCALL Arrived B 1/2 for pump repairs.

November 6, 1942

ARIZONA Continued pumping operations. Completed removal of holding down clips, Turret 3. Continued removal of motors and disassembling train, worm and pinion. Began preparations for removal of top plates, turret #2 and top plates of conning tower. Continued diving operations on aviation crane. Continued cutting of interior wreckage forward for recovery of scrap steel.

OKLAHOMA (1) Diving progress: continued follows:
Drilled and tapped 1-1" hole in tanks
C-96-P, C-98-PD-94-P and D-90-P.
(2) Continued installation on 4 airlocks;
construction of starboard blister walkway
which is now 30 percent complete, and removal of
plates on-port propeller. (3) pressure on
forward section of air bubble holding
constant at 9 pounds per sq. inch. (4)
Pacific Bridge Company continued laying
of false keel and construction of winch supports.

GREBE Arrived and docked, DD#3.

DRAYTON Completed and departed.

PERKINS Completed and departed.

SARATOGA Completed and departed.

MISSISSIPPI Arrived Berth 12.

KEOSANQUA Completed and departed.

??? Completed and departed.

November 7, 1942

ARIZONA (1) Continued pumping turrets 3 and 4.
(2) Continued removal of machinery from turret
#3. Began removal of holding down clips and
machinery from turret 4. Considerable machinery
from turret 3 has been removed, and delivery ashore
will be made as soon as information as to disposition
can be obtained from Planning. This
material is in need of preservation and repair.
(3) Continued preparation for removal of four
plates from turret 2. (4) Continued diving
operations on stern aviation crane. (5) Continued
cutting scrap steel in forward section of ship.

OKLAHOMA (1) Divers located and recovered seaplane, the engine of which was previously recovered. Plane being delivered to NAS. (2) Continued installation of piping and telephone connections in four airlocks. Expect to install another (forward) airlock tomorrow (8 Nov.) upon completion of shop work. (3) Continued installation of starboard blister walkway (working platform for connections to and strengthening of blister.) (4) Divers continued work on removal of port propeller blades. Awaiting special wrench for final removals. (5) Pacific Bridge Company continued installation of center line docking keel. Have now completed all except the left three winch foundations on Ford Island.

WIDGEON Arrived Berth 13 for overhaul.

CRYSTAL Arrived Berth 6 for repairs.

November 8, 1942

ARIZONA Continued pumping turrets 3 and 4. Continued removal of machinery from turrets 3 and 4. Continued removal of holding down clips, turret 4. Making preparations for removal of top plates, turret 2. Yard divers continued cutting scrap steel forward.

OKLAHOMA (1) Diving progress continued as follows:
Drilled and tapped 1-1" hole in tanks D-90-F and D-96-F, and 1-1/4" hole in tank D-90-F. (2) Continued installation of 4 airlocks; erection of starboard blister walkway, which is 90 percent complete, and work on port propeller. (3) Pacific Bridge Company continued laying of false keel and commenced setting forms for three remaining winch foundations.

COLORADO Completed and departed.

MARYLAND Completed and departed.

NEW ORLEANS Arrived B-2 for radar repairs.

NEW MEXICO Arrived B-2 for authorized close-in A.A. battery and repairs to fwd. gyro compass.

GREBE Undocked DD#3 and departed.

November 9, 1 942

ARIZONA Continued pumping of turrets 3 and 4. Continued removal and tagging of machinery from turrets 3 and 4. Removing holding down clips, turret 4. Continued preparations for removal of four plates, turret 2. Cut hole in removable section of roof plate for access to inside fastenings. Will save plug for reinstallation by welding. Yard divers continued cutting scrap steel from forward section of ship.

OKLAHOMA (1) Diving operations continued as follows: Drilled and tapped 1-1" hole in tank D-92-F, 1-1/4" hole and 1-1" hole in tank D-98-F. Drilled 1-7/8" hole in tank D-9?-F. (2) Continued installation of 4 airlocks; erection of starboard blister catwalk, and work on port propeller. (3) Pacific Bridge Company Continued laying of false keel and erection of forms for remaining three winch supports.

PYROPE Arrived B-13 for damage repairs.

NORTH CAROLINA Undocked Dry Dock No. 1, went B-17 for completion.

??????????? Arrived B-14 for permanent degaussing and urgent repairs.

KAILUA Arrived for repairs.

November 24, 1942

OKLAHOMA (1) Divers continued removal of stud bolts holding port propeller blades. (2) Continuing work on airlocks. Expect to use first airlock (#2) about 11/27. (3) Fitted and tack welded backstay connections on starboard blister at frames 71, 72, 73, 75, and intercoastal spreaders at frames 53, 55, 57 - 59 and 61-63. Completed welding connection at frame 56. (4) Pacific Bridge Company installed cofferdam on starboard blister, frames 31 1/2 to 29 1/2 for unwatering and welding blister connections in this area.

ARIZONA (1)Continued pumping operations in turret #3 and #4. Continued removal of chains in powder hoist, turret #4 and preparing machinery for removal. Recaulked around watershed of turret #4.
(2) Continued removal of bolts in roof plates of turret #2. Access holes in wing bulkheads of gun chamber completed.
(3) Completed cutting scrap steel forward of frame #78. Weight of scrap removed was one ton.
(5) Removed several personal lockers. Contents put in bags and tagged.

PAUL JONES Arrived Berth 15 for repairs.

??NS Arrived Berth 1 1/2 for repairs to turbo-generator.

November 25, 1942

OKLAHOMA (1) Divers continued removals of stud bolts removal of port propeller. (2) Applied pressure to sections of auxiliary bubble as follows:
A-1 - frames 0-49, main deck.
B-1- frames 14-30, 2nd deck
B-2 - frames 30-50, 2nd deck
Section B-1 is holding pressure satisfactorily and A-1 is satisfactory except for leaky valve to be replaced. Air from section B-2 leaked through bulkhead 50 into sections 9-3 developing leaks in an airport cover and scupper which are being stopped by divers. (3) Continued work on completing airlocks. (4) Fitted acid tech welder: backstay connections on starboard blister, frames 74 and 104 to 107, and intercoastal spreaders, frames 56-57, 59-60, 63-64, and. 66-69. (5) into blister. Drilled access hole into blister at frame 31 1/2 (in net cofferdam.) (6) Pacific Bridge Company continued work on docking keel and cofferdam on starboard blister and commenced installation of fixed blocks at anchorage as on Ford Island.

ARIZONA (1) Continue pumping operations in turrets #3 and #4. Continued removing chains in powder hoists in turret #4. (2) Divers continued cutting underwater scrap forward of frame #78. No scrap metal removed due to lack of crane service. (3) Continued removal of bolts holding roof plates of turret #2. Completed cutting connections of roof plate of conning tower to interior bulkheads. (4) Continued work toward removal of stern airplane crane machinery.

VICTORIA Undocked Floating Dry Dock YFD2, and went to Berth 20 for completion.

MIDWAY Undocked YFD2, and went to Berth 20 for completion.

ARTHUR FOSS Arrived Berth 24 for repairs.

WARD Completed and departed.

ALLEN Arrived Berth 6.

November 26, 1942

OKLAHOMA (1) Continued removals of stud bolts holding port propeller blades. One blade is ready for removal. (2) Applied air pressure to section A-1 (fr. 0-49), A-2 (49-65), A-3 (65-85), B-1 (14-30) , and B-1 (30-50) of auxiliary air bubble on main and second decks. Divers are checking for leaks and making tight. Conditions generally satisfactory.
(3) Continued work toward completion of airlocks.
(4) Fitted and tack welded backstay connections to starboard blister at frames 109-111, inclusive, and intercoastal spreaders at frame 60-61, 64-65, 66-72, and 73-74. Completed welding of connection at frame 52 and spreader frame 52-53. Welders started working on 2 shift (24 hour) basis to made best use of available use of welding machines and to expedite work.
(5) Pacific Bridge Company continued work on docking keel, caulking starboard blister cofferdam, and installation of fixed blocks for hauling tacks.

ARIZONA (1) Continued pumping operations in turret #3 and #4. Divers investigating leakage at hatch connection of pump adjacent to #4 turret. (2) Continued removal of bolts in tops of turret. #2 and conning tower. (3) Air pressure was run o space in starboard powder supply room on turret# 2 to investigate feasibility of gas or arc cutting of interior connections to roof plate. (4) Divers continued cutting scrap steel forward. Removed 4 1/2 tons. (5) Continued operations on stern airplane crane. Removed operating rods, hydraulic piping, and electrical controllers from 2nd deck

TRACY Undocked Dry Dock #1, went to Berth 3 for completion.

KINGFISHER Undocked Dry Dock #1, went to Berth 2 for completion.

GUDGEON
Undocked Dry Dock #1, went to Berth 2 for completion.

ALLEN
Docked Floating Dry Dock YFD2,

FINBACK Arrived Berth 2 1/2 prior to docking.

November 27, 1942

OKLAHOMA (1) Divers continued stopping leaks through starboard side from auxiliary air bubble. (2) Continued admitting air to all sections of auxiliary bubble except section B-4(fr.115-116, 2nd deck.) (3)Continued work on airlocks. The forward airlock (#2) will be ready for use on completion of installation of valve operating rods and air test. (4) Pitted and tack welded backstay connections to starboard blister at frames 50, 51, and 76, and 1 intercoastal spreaders, frames 55-56, 72-73, 74-75. Completed welding of connections at frames 55, 57, and 60. (5) Divers continued freeing port propeller blades for removal. (6) Pacific Bridge Company continued work on docking keel and on installation of fixed blocks for hauling cables.

ARIZONA (1) Stopped pumping #3 and #4 turrets, in order to allow diver to investigate source of excessive leakage. Correcting leakage through the first platform hatch at connection of #3 pump. (2) Continued removal of bolts from roof plates of turret #2 and roof of conning tower. (3) Divers continued cutting scrap steel forward of frame #78. Removed ? 1/2 tons of scrap. (4) Continued operations on stern airplane crane. Reduction gears cast loose and ready for removal.

PAUL JONES Completed and departed.

150 TON CRANE Started overhaul.

FINBACK Docked Dry Dock No. 1.

FARENHOLT Docked Dry Dock No. 1.

REID Arrived Berth 15 for repairs.

November 28, 1942

- OKLAHOMA (1) Divers continued work on stopping leaks from auxiliary air bubble.
(2) Divers continued work on freeing port propeller blades for removal.
(3) Continued work on airlocks. Airlock #2 is completed and ready for test.
(4) Fitted and tack welded backstay connection to starboard blisters: 47-49, 77-79, and 100-103, and intercoastal spreaders at frames 105-109. Completed welding of connections at frames 54, 59, 61-63. Continued work on 2 shift (24 hour) basis.
(5) Pacific Bridge Company commenced leveling docking keel; installation of D.C. generators on Ford Island; and aligning of winch foundations. Thirteen (of 21) fixed blocks have been installed at anchorages, and backfilling has been completed and consolidated by rolling. Rolls of 3" wire rope have been set in place for reeving when outer blocks arrive.

ARIZONA

- (1) Divers reduced leakage through hatch around deep well pump #3. Resumed pumping operations and unwatered turrets #3 and 4.
(2) Divers continued cutting scrap steel forward of frame #78. Removed 43 tons of scrap metal.
(3) Divers began cutting out entire starboard wing bulkhead in turret #2. Continued removal of bolts holding roof plates of turret #2 and roof of conning tower. Began removing deck plating in conning tower. This plating must be removed in order to disconnect side armor at the bottom side.

NAUTILUS Undocked Dry Dock #3, went to B-1 for completion.

GRAYLING Undocked Dry Dock #3, completed and departed.

November 29, 1942

OKLAHOMA (1) Divers continued work on stopping leaks from auxiliary bubble through scuppers at frames 74, 75, 77, and 85. (2) Divers continued efforts to free port propeller blades for removal. (3) Continued work on airlocks. (4) Fitted and tack welded backstay connections to starboard blister at frames 45 and 46, and complete welding connections at frames 53, 58, and 73. (5) Pacific Bridge Company continued leveling docking keel, installation of motors and generators, and setting of steel beams for righting winches at Ford Island. Six reels of 1" wire rope have been set in place ready for reeving when traveling blocks are received.

ARIZONA (1) Continued pumping operations in turrets #3 and #4. Continued removal of chains in powder hoists and began removing shell hoist motors in turret #4. (2) Made preparations for cutting out center section of key plate in roof of turret #2 to facilitate civil operations inside turret. (3) Removing deck plating, wiring, and brackets inside conning tower for access to structural connections at bottom. (4) Divers continued underwater cutting of scrap metal forward of frame #78. After weighing, 36 tons of scrap steel were found to have been removed on November 27 and 28, instead of the 43 tons estimated to have been removed on November 27. (5) Continued work on removal of stern airplane crane. Kingpost ready for removal.

????CO Arrived Berth 24 for repairs.

RALPH TALBOT Docked Dry Dock No. 3.

CHEW Arrived Berth 14 for overhaul.

NEW MEXICO Completed and departed.

MISSISSIPPI Completed and departed.

November 30, 1942

OKLAHOMA Operations continued.

ARIZONA Operations continued.

SALT LAKE CITY Undocked Dry Dock No. 2, went to Berth 21 for completion.

TRIGGER Arrived and docked Dry Dock No. 2.

December 1, 1942

OKLAHOMA

- (1) Divers continued work on stopping leaks from auxiliary bubble.
- (2) Divers continued work on port propeller. (3) Continued test operations on training of personnel in airlock #2, and work on valve operating gears in other airlocks.
- (4) Heavy Rain reduced progress on welding of backstay connections to blister.
- (5) Pacific Bridge Company continued finishing operations on docking keel on ship. Work on Ford Island is awaiting arrival of additional material and equipment.

- ARIZONA (1) Continued pumping operations in Turrets 3 and 4 and preparing machinery in Turret 4 for removal.
(2) Divers cutting port wing bulkhead in turret 2.
It is planned to remove entire bulkhead in order to facilitate access for divers.
(3) Continued drilling out bolts holding roof plate of conning tower and burning interior brackets and wiring.
(4) Divers continued cutting underwater scrap forward of frame 78.
About 1/2 ton of scrap steel removed.
(5) On stern airplane crane, kingpost, with crosshead and support bearing at main deck, and gear wheel at 2nd deck, was freed ready for lifting.

TRIGGER Undocked Dry Dock No. 2, completed and departed.

INDIANAPOLIS Docked Dry Dock No..2.

YD69 – FLOATING
DERRICK Arrived and docked Dry Dock No. 2.

PROGRESS Completed and departed.

D??G Completed and departed.

YT153 Hoisted out.

December 2, 1942

OKLAHOMA

(1) Divers completed repairs to leaks through scuppers from auxiliary bubble subject to further examination when air pressure is reapplied. (2) Continued work on airlocks and training of personnel in #2 airlock. (3) Fitted and tack welded backstay connections to starboard blister at frames 40 to 112 and intercoastal spreaders at frames 44-45, 46-52, 75-77, 78-79, and 100-105. Completed welding of connections at frames 66-72, and 77. (4) Pacific Bridge Company dredged near shore line of Ford island to deep water sufficiently for barge to be used in installing, righting tackles. heavy rain interfered with other work.

ARIZONA

(1) Continued removal of machinery in turret #4. All chains are removed from powder hoists turret #4. Continued pumping operations in turrets #3 and #4. (2) Key plate in roof of turret #2 has been cut across each end inboard of wing bulkheads. This section is to be removed first to facilitate diving operations inside turret. Divers completed cutting out port wing bulkhead under center roof plate, turret #2. (3) Continued drilling out brass bolts in roof of conning tower. Cut hole in roof or conning tower, for lifting connection. (4) Divers continued cutting underwater scrap metal forward of frame #78. Removed 4 tons of scrap metal.

JOHN D. FORD Arrived Berth 23 1/2 for removal of SO-1 radar, replacing with SC radar, completed and departed.

December 3, 1942

OKLAHOMA

(1) Divers continued stopping leaks through ship's side from auxiliary air bubbles. (2) Divers continued work on removal of part propeller blades. (3) Continued work on airlocks. Tested #3 lock for leaks. Will be ready for operation on completion of repairs to door. Conducted trial operation of #2 airlock, forcing water in ship down about 8 feet. Expect to start use of this lock today (12/3/42). (4) Completed welding of backstay connection on blister at frame 112. Fitted and tack welded intercoastal spreaders at frames 45-46, and 109-111. (5) Pacific Bridge Company verified finishing operations on docking keel and commence construction of penthouse on top of temporary power house for observations and plotting during righting operations.

ARIZONA (1) Continued pumping operations in turret #3 and #4. Removed all machinery from turret #4 except two projectile hoist Waterbury Speed Gears and one electric blower motor. These will be removed later. (2) Continued removal of bolts in roof of conning tower. Continued removing wiring and structure inside conning tower. (3) Divers cutting underwater scrap metal forward of frame #78. (4) Removed stern airplane crane kingpost and attachments.

NAUTILUS Completed and departed.

December 4, 1942

OKLAHOMA

(1) Divers continued locating and stopping leaks from auxiliary air bubble. (2) Applied and maintained pressure of 5 pounds per square inch on section #2 of main air bubble through airlock. Inspected compartments thus unwatered. Tested airlock #3 and found tight preparatory to use. Continued work to complete and test the remaining airlocks. (3) Completed welding of backstay connections on blister at frames 75 , 76 and 78. Commenced cleaning surface inside starboard blister preparatory to installation of diagonal stiffeners on N.W..T. transverse floors. (4) Divers continued work on removal of port propeller blades. (5) Pacific Bridge Company continued work on docking keel on ship, and on observation penthouse on Ford Island.

ARIZONA (1) Continued pumping operations in turrets #3 and #4, Removed small battery compartment exhaust blower and motor from shell deck, (2) Divers made exploratory dive, attempting to reach handling roan underneath #1 turret. Unable to reach handling room because of wrecked hatch. (3) Continued removal of bolts in roof of conning tower. Continued removing wiring and structure inside of conning tower (4) Divers cutting:. underwater scrap steel forward of frame #78. None removed.

SAN FRANCISCO

Arrived Berth 12.

CONYNGHAM Arrived Berth 15 for damage repairs, A.A. battery, radar.

STERETT Arrived Berth 15.

????? Arrived Berth 1 1/2 for bow damage repairs, A.A. battery, radar.

CASE Completed and departed.

FARENHOLT Undocked DD#1, went to Berth18 for completion.

FINBACK Undocked DD#1, completed and departed.

WHALE Arrived Berth 1, prior to docking.

December 5, 1942

OKLAHOMA (1) Divers continued work on removal of bolts holding port propeller blades. One blade is ready for removal. (2) Holding pressure in sections of air bubble as follows:

<u>Section</u>	<u>Frames</u>	<u>Pressure</u>
M-1	0-20(main bubble)	9#
M-2	20-30(main bubble)	6.5#
B-1	14-30(2nd dk.-Aux. bubble)	12.8#

Working in section M-2 through airlock to remove water trapped below doors in compartment A-28-1. Compartment H-9 is completely unwatered. Prepared airlock for application of pressure to section M-3 of main bubble. Continued work on the remaining four airlocks to sections M-4, 5, 6 and 7. (3) Welded backstay connections to blister at frames 50 and 51. Continued scaling N.W.T. floors in blister for welding of diagonal stiffeners. Ill has suspended shop work on blister connections due to work of higher priority. (4) Pacific Bridge Company completed creosoting of center line docking keel on ship, continued construction of observation penthouse on Ford Island, and commenced construction of sections for floating walkway for use in connection with rigging righting tackles.

ARIZONA Continued pumping operations in turrets 3 and #4.
(2) Divers continued attempts to reach handling room, turret #2 to determine possibility of unwatering turret. They were unable to find a passage to handling room because of wreckage. Continued cutting bulkheads in turret #2. Continued preparing section of key roof plate for removal.
(3) Continued preparing roof of conning tower for removal. Drilling out brass holding down bolts.
(4) Continued cutting underwater scrap metal for of frame #78. None removed from ship.

BARBARA OLSEN Arrived Berth 2 1/2 prior to docking.

NEW MEXICO Completed and departed.

ALLEN Undocked YFD2, went to Berth for completion. Undocked YFD2, went to Berth 23 for completion.

WHALE Docked DD#1.

PREBLE Docked DD#1.

??MAN? Docked DD#1.

TRITON Docked DD#1.

December 6, 1942

OKLAHOMA (1) Divers continued work on leaks from auxiliary bubble. (2) Applied 8 pounds per square inch pressure to #3 section of Main air bubble (Section M-3). Leak in #2 bubble reduced pressure to 5 1/2 pounds. Search for leak being made in order to remedy. Continued work to complete and test the remaining four airlocks. (3) Completed welding of backstay connections to blister at frames 45, 47 and 48. Continued scaling inside of blister preparatory to installation arm welding of diagonal stiffeners. (4) Divers continued work to free port propeller blades for removal. Attempted to lift one blade without success. (5) Pacific Bridge Company continued construction of observation penthouse on Ford Island.

ARIZONA (1) Continued pumping operations in turrets #3 and #4. (2) Divers continued cutting wing bulkheads in turret #2. Secured lifting pad to key roof plate. (3) Divers continued cutting scrap metal underwater forward of frame #78. No scrap removed from ship. (4) Continued drilling out brass bolts holding roof plate of conning tower. (5) Resumed work on removal of stern airplane crane machinery. Pivot bearings on 2nd deck cast loose ready for removal. Not ready to cut access hole in 2nd deck for removal of 3rd deck machinery.

GUARDFISH Arrived and docked Floating Dry Dock YFD2, routine docking, and stern plane repairs.

REID Completed and departed.

December 7, 1942

OKLAHOMA

(1) Divers continued locating and stopping leaks through starboard side from auxiliary air bubble mostly through plumbing drains. (2) Applied 101 pressure to section of main air bubble through airlock. Engaged in removing water trapped below doors in A-28 and A-28-2. Applied 6 air pressure to #3 section of main bubble, Airlocks #4 and #5 co ii and being rigged for use. Leaks through sea valves found in #5 section of air bubble. Continued work on #6 and #7 airlocks. (3) Rearranged air compressors on barge by substituting 2-50# 500 C.F.M. compressors for 1-100, 210 CFM compressor, in order to increase amount of compressed air available for air bubble operations. (4) Heavy rain interfered with work on starboard blister. (5) Divers continued work on port propeller. Removal of bats to free blades is proving difficult but is progressing (6) Pacific Bridge Company suspended operations due to rain.

ARIZONA (1) Continued pumping operations in turret #3 and #4. Removed all remaining machinery from turret #4. Information as to the desired disassembly of turrets 3 and 4 is needed from Planning in order to continue work preparatory to removals. (2) Began breaking loose and raising key plate in roof of turret #2 by means of jacks. (3) Divers continued cutting underwater scrap metal forward of frame #78. Ten tons of scrap steel removed.

INDIANAPOLIS Undocked Dry Dock No. 2, went to Berth 16 for completion.

YD69 Undocked Dry Dock No. 2, went to Berth 24.

SAN FRANCISCO Departed.

STERETT Departed.

December 8, 1942

OKLAHOMA (1) Divers continued stopping air leaks through scupper drains from auxiliary bubble. (2) Maintained 10-11 pounds air pressure on section #2 of main bubble; continued removal of wedge water from a 2nd platform. Maintained 5-6 pounds pressure on section #3 of main bubble, and rigged access ladders through airlock. Continued search for leak between and from sections of main air bubble. Applied low air pressure to section #4 of main bubble to test for leaks and continued rigging airlocks #4 and #5 for use. Continued work on completion of #6 and #7 airlocks. (3) Completed welding of backstay connections to starboard blister at frames 42, 43, 44, 46 and 79. Tack welded in place intercoastal spreaders at frames 40-45, 105-109, 111-112, and completed welding of spreaders at frames 4-52, 61-62, and 72-74. Continued scaling and cleaning an inside the blister preparatory to welding. (4) Divers continued work on removal of port propeller blades. (5) Pacific Bridge Company continued construction and equipping of observation penthouse on Ford Island.

ARIZONA (1) Continued pumping operations in turrets #3 and #4. (2) Divers continued cutting wing in bulk heads of gun chamber, turret 2. This is moose y to gain free access to angle joining top and side armor plates. Continued jacking up section of key plate of roof to prepare for lifting. (3) Divers continued cutting underwater scrap metal forward of frame 08. None removed from ship. (4) On stern airplane crane, removed socket bearings of kingpost and pinion Lear on 2nd deck. Started cutting access hole to 3rd deck.

FLUSSER Docked Dry Dock #2.

HADDOCK Arrived and docked Dry Dock #2.

YC308 Arrived and docked Dry Dock #2.

YSR8 Arrived and docked Dry Doc #2.

GUARDFISH Undocked YFD2, completed and departed.

ALLEN Completed and departed.

December 9, 1942

OKLAHOMA

(1) Divers working on removal at port propeller blades. (2) Maintained pressure of 9.5 to 10.5 lbs. per sq. inch on section #2 of main air bubble. Maintained pressure of 5 to 7 lbs. per sq. inch on section #3, inspected unwatered compartments. Continued rigging for locks #4 and #5, awaiting blanking plates for leaky sea valves. Continued work on completion of locks #6 and #7. (3) Installed 440 volt power line to ship from Yard Island to run additional welding machines, ventilation blowers etc. (4) Completed welding of four intercoastal spreaders at frames 52-53 and 54-55, completed scaling in four Ulster compartments in preparation for installation of diagonal flat bar stiffeners or, W.W.T. floors. (5) Pacific Bridge Company continued work on observation pent house, commenced running electric cable conduits to power house, and made preparations for reeving first righting tackle.

ARIZONA

(1) Continued pumping operations in Turrets 3 and 4. (2) Divers continued cutting gun chamber bulkheads in Turret 2. Continued removal of section of center plate in roof of Turret 2. (3) Divers continued cutting underwater scrap forward of frame n. No scrap steel removed from ship today. (4) Cutting access hole in 2nd deck aft into D-512-E for removal from 3rd deck of hoisting machinery of stern airplane crane.

NOKOMIS

Docked, Floating Dry Dock YFD2.

USAT BARBARA
OLSEN

Docked, Floating Dry Dock YFD2.

December 10, 1942

OKLAHOMA (1) Divers continued repairs to leaks in auxiliary air bubble. (2) Divers continued work on removal of port propeller blades. Two blades now ready for lifting. (3) Maintained 10-11 pounds air pressure on section #2 of main bubble; and working through airlock, continued removing water trapped in compartments A-28, A-28-2, and A-28-3. Maintained 6 to 8 pounds air pressure on section 3; and working through airlock, examine tiled compartments for trapped water and rigged airpump for removal of trapped water. Awaited removal of gas by ventilation from airlock 4 before repairing hatch to make tight. Tested airlock #6 and started repairs to slow leak found in outer door. (4) Completed welding of backstay connections to blister at frames 105, 107, 109, 110 and 111; and of intercostal spreaders at frames 55-56. Continued scaling in blister and cutting flat bars to length preparatory to welding diaconal stiffeners in blister. (5) Continued installation of electric power line from Ford Island to ship. (6) Pacific Bridge Company continued construction of observation penthouse; made preparations for reeving: 1" cable it first righting tackle; and continued laying conduits for electric power to temporary power house.

ARIZONA (1) Continued pumping operations in turrets #3 and #4. Inspected wiring in turret #3. Cables leading through handling room deck into wiring tube to be disconnected to allow wiring tube to be lifted. Began preparations for back in cut bolts holding side armor, turret #3. (2) Key plate in roof of turret #2 raised and ready for removal. Continued cutting gun chamber bulkheads in turret #2. Continued drilling out bolts holding roof of conning tower. (3) Divers continued cutting underwater scrap metal forward of frame #78. Considerable material is ready for removal when crane is available. (4) Continued preparations for removal of stern airplane crane machinery from 3rd deck. Enlarging access hole.

ASH Undocked Marine Railway, went to B-14 for completion.

MONTGOMERY Arrived B-6 for miscellaneous repairs.

December 11, 1942

OKLAHOMA (1) Divers continued work of stopping leaks from auxiliary air bubble and on removal of port propeller blades. (2) Maintained pressure on sections #2 and 0 of main air bubble and work on removal of trapped water from compartments. Airlocks #4 and #5 made ready for use. Airlock #6 completed. Continued work on #7. (3) Completed 440 volt electric power line to ship and commenced using electric welding machines and ventilation blowers to blister. (4) Docking personnel commenced decking bottom of ship for data relative to later dry docking. (5) Continued scaling inside blister. (6) Pacific Bridge Company continued construction of observation penthouse; installing power cable conduits; and completed reeving of one righting tackle. (2) now ready for overhauling. Made preparations for reeving #1 tackle.

ARIZONA (1) Continued pumping operations in turrets #3 and #4. Pump in turret #3 out of commission due to worn bearing, but other two pumps are adequate. Disconnected wiring in wiring tube, turret 0 to allow wiring tube to be lifted. Continued preparations for backing- out armor bolts. Special wrenches are being manufactured a of ke for this purpose. (2) Removed section plate, turret Continued drilling out brass bolts holding roof of conning tower. (3) Divers continued cutting scrap metal underwater forward of frame #78. Removed 7 tons of scrap steel.

MEDUSA Arrived Berth 4 for urgent repairs and alterations.

YS96 Docked, Marine Railway.

YS97 Docked, Marine Railway.

December 12, 1942

OKLAHOMA

(1) Divers continued stopping leaks from auxiliary air bubble. (2) Divers removed two (of 3) blades of port propeller. (3) Maintained air pressure in sections of air bubble as follows:

M-1- 9.5 # per sq. in.

M-2- 11.5 # per sq. in.

M-3- 7.5 # per sq. in.

Continued removal of water trapped in compartments in sections #2 and #3, working through airlocks. Applied 5 per sq. inch to sections M-4 and M-5 and working through airlocks, ringed access ladders. Leakage of air built up 5# per sq. inch in sections M-6 and M-7. (4.) Fitted and tack welded backstay connections to blister at frames 80-83 and completed welding at frames 104 and 106. Started preparations for repairs to the few areas of N.W.T. floors in blister that are badly buckled due to prior damage in service or in capsizing. Continued scaling in blister in preparation for welding stiffeners on floors. (5) X63 completed taking data relative to docking. (6) Pacific Bridge Company continued preparations for rigging righting tackles, running of conduits or power cables, and outfitting of observation penthouse.

ARIZONA

(1) Continued pumping operations in turrets #3 and #4. Inspected bottom of wiring tube preparatory to disconnecting from handling room deck. (3) Continued preparations for backing out side armor bolts in turrets #3 and #4. (3) Began removing inside bolts holding two end sections of key roof plate, turret #2. Diver removing mantlet plates. (4) Divers continued cutting underwater scrap metal forward of frame #78. None removed from ship this date. Considerable scrap metal is ready for removal. (5) On stern airplane crane, removed upper halves of bearings preparatory to lifting out hoisting drum, including wire rope.

RALPH TALBOT Undocked DD#3, went to Berth 2 for completion.

CONYNGHAM Docked DD #3.

KEOSANQUA Completed and departed.

December 13, 1942

OKLAHOMA

(1) Divers continued work on removal of remaining blade from port propeller. (2) Maintained air pressure in sections of main bubble as follows:

Section #1 # per sq. in.

Section #2 # per sq. in.

Section #3 # per sq. in.

Sections 4, 5, 6 & 7 - 7.5# to 8# per sq. inch. Section #2 has been completely drained and made air tight. Readings by surveyor's level indicate that the bow of the ship has risen about 5/8" and the stern about 1/2" with jut transverse rotation, due to the buoyancy of the air bubble. No appreciable movement is expected. Continued work in sections 3, 4, and 5 of main air bubble. (3) Fitted and tack welded to blister backstay connections at frames 84, 85, and 86, and completed welding at frame 103. Continued scaling inside blister preparatory to installation of stiffeners on N.W.T. floors. Eight sections of blister are ready. Shipfitters are straightening badly buckled floors at frames 65 to 70, and are installing stiffeners on floors in blister at frames 55 to 60. (4) Pacific Bridge Company reeved #1 righting tackle, continued outfitting of observation penthouse; and completed installation of conduits for power cables.

ARIZONA (1) Continued pumping operations in turrets #3 and #4. Diver inspected area under landing room deck of #3 turret. (2) Divers continued underwater cutting in #2 turret. Cutting mantlet plates and removing inside bolts holding roof plates. (3) Continued drilling out brass bolts holding roof of conning tower. Timbers have been placed in side conning tower to be used in jacking up roof. (4) Divers continued cutting underwater scrap forward of frame #78. Removed 6 tons of scrap steel from ship. (5) Removed stern airplane crane hoisting machinery from 3rd deck.

YS96 Undocked Marine Railway, completed and departed.

YS97 Undocked Marine Railway, completed and departed.

USAT BARBARA Undocked YFD2, went to B-24 for completion.
OLSEN

NOKOMIS Undocked YFD2.

YT153 Placed overboard, completed and departed.

SUNNADIN Arrived Berth 20 for overhaul.

December 14, 1942

OKLAHOMA

(1) Divers continued work on leaks from auxiliary air bubble through airports and scuppers. Application of pressure as showed number of leaks. (2) Divers removed the remaining blade from port propeller. (3) Maintained air pressure in all sections of main bubble.

Divers are locating and stopping air leaks through bottom on from tanks to port of center line in areas near damaged structure. Air from main bubble is leaking into these tanks. (4) Fitted and tack welded blister backstay connections at frames 87 and 88, and completed welding at frames 80, 100, 101, and 102. Completed scaling in ninth blister compartment. Continued straightening and stiffening blister floors. (5) Pacific Bridge Company suspended operations for the day (Sunday.)

ARIZONA

(1) Continued pumping operations in turrets #3 and #4. Backing out armor bats inside armor, turret #3.

(2) Continued cutting mantlet plates covering bolts in armor (top) inside turret #2. Removing bolts holding roof of turret. (3) Continued drilling out bolts holding roof of conning to tower. Removed scrap metal and various instruments (fire control) from inside conning tower. (4) Divers continued cutting scrap metal, underwater, forward of frames #78. None removed from water. (5) Completed operations on removal of stern airplane crane machinery.

MEDUSA Arrived and docked, YFD2.

YO44 Arrived and docked Marine Railway.

MIDWAY Docked YFD2.

Undocked DD#2, went to B-18 for completion.

FLUSSER

HADDOCK Undocked DD#2, completed and departed.

YO308 Undocked DD#2, completed and departed.

YSR8 Undocked DD#2, completed.

INDIANAPOLIS Completed and departed.

NASHVILLE

Completed and departed.

PRESTIGE

Arrived B-14 for permanent D.G. system.

NOKOMIS

Completed and departed.

December 15, 1942

OKLAHOMA

(1) Divers began replacing timber strongbacks on airport covers of auxiliary air bubble with steelangles to improve tightness. (2) Divers locating and plugging leaks from sections of main air bubble through rivet holes and loosened rivets in bottom on port side near areas of torpedo damage. (3) Maintained air pressures oil sections of main bubble as follows:

M-1 – 11 # per sq. inch

M-2- 1 # per sq. inch

M-3 - 9.5 # per sq. inch

Allowed pressure in M-4, 5, 6, and 7 to remain at about 8.5 # pending establishment of auxiliary bubble. Rigging access ladders in M-4. (4) Fitted and tackwelded flat bar stiffeners on .W.T. floors in blister frames 55-60. Continued repairs at frames 65-70. Completed scaling in 13th section of blister. (5) Pacific Bridge Company engaged in receiving and arranging material on Ford Island.

ARIZONA

(1) Continued pumping operations on turrets #3 and #4. Continued removing armor bolts from side armor, turret 3. (2) Continued removing bolts in roof of turret 2. Confirmed drilling out bolts in top of conning tower. Making preparations for jacking up conning tower roof. (4) Divers cutting scrap metal underwater forward of frame #78.

Removed 5 1/2 tons of scrap steel.

YD69

Completed and departed.

YRT5

Arrived Berth 4 for minor repairs.

December 16, 1942

OKLAHOMA (1) Divers continued work on stopping underwater air leaks from main and auxiliary bubbles through sides and bottom of ship. Leaks in way of torpedo damage will probably limit pressure in section 3 of main bubble to about 10# per sq. inch. (2) Maintained air pressures in sections of main bubble as follows:

M-1 - 11# per sq. inch
M-2 - 11.5# per sq. inch.
M-3 - 10 # per sq. inch.
M-4 - 9 # per sq. inch.
M-5 - 9.5 # per sq. inch.
M-6 - 9 # per sq. inch.
M-7 - 9.5 # per sq. inch.

Air in most sections of auxiliary bubble is above the airports to which supply hoses and gauges are connected.

(3) Completed welding backstay connections to blister at frames 82-85. Fitting and tack welding stiffeners in blister frames 70-75. Completed scaling in 15th section of blister. (4) Pacific Bridge Company continued outfitting observation penthouse reeved 1" cables in righting tackles #3 and frt.; and made preparations for reeving #5.
#1 and #2 are reeved, as previously reported.

ARIZONA (1) Continued pumping operations in Turrets 3 and 4. Continued removing bolts in side armor, Turret 3.
(2) Divers continued cutting beams and bulkheads in Turret 2. (3) Began jacking up roof of conning tower.
(4) Divers continued cutting underwater scrap metal forward of frame 78. Removed 2 tons of scrap steel.

TARPON Arrived and docked DD#2 for damage to underwater body.

YR22 Arrived and docked DD#2 for cleaning and painting bottom.

TRACY Completed and departed.

SWAN Arrived Berth 12 ½ for urgent repairs and (2) 20 m.m. guns.

USAT BARBARA
OLSEN Completed and departed.

MONTGOMERY Completed and departed.

RALPH TALBOT Completed and departed.

??? Completed and departed.

YRT5 Completed and departed.

INDIANAPOLIS Arrived Berth 17 for miscellaneous repairs.

December 17, 1942

OKLAHOMA (1) Divers continued stopping air leaks through hull. (2) Maintained air pressure on all sections of main air bubble. Work in sections #1 and #2 has been completed. Continued draining and pumping trapped water from compartments in section 3. In section #4 prepared to drill holes for drainage of compartments otherwise inaccessible. (3) Completed welding backstay connections to blister at frames 81, 86, 87, and 88. Continued tack welding stiffeners on floors in blister section frame 70-75. Completed scaling in 16th blister sections. (4) Pacific Bridge Company completed reeving righting tackles, #5, 6 and 7

ARIZONA (1) Continued pumping operations in turrets #3 and #4. Continued removing armor bolts in turret #3 and began removing armor bolts in turret #4. (2) Continued cutting beams holding plates in roof of turret #2. (3) Continued work to jack up roof of conning tower. (4) Continued cutting underwater scrap metal forward of frame #78. Removing 2 tons of scrap metal.

MIDWAY Undocked Floating Dry Dock YFD2, went to Berth 12 for completion.

MEDUSA Undocked Floating Dry Dock YFD2, went to B 1 ½ for completion.

December 18, 1942

OKLAHOMA

(1) Divers continued stopping leaks from main and auxiliary bubbles. (2) Maintained air pressure in all sections of main air bubble. Worked in sections 3, 4, and 6 through airlocks inspecting and removing trapped water. Applied air pressure to auxiliary bubble to discover leaks. (3) Fitted and tack welded back stay connections to blister at frames 72-74, 113 and 114. Completed welding at frames 40 and 41. Completed stiffening of blister floors in sections at frame 60-65 and 70-75. (4) Shop 72 commenced shortening by 65" the first (of 42) 3" wire rope pendants for use with righting tackles. (5) Pacific Bridge Company reeved righting tackles #8 and #9. Unloaded two righting winches on Ford Island. Continued work of installing head castings and strengthening connections on timber righting bents prior to erection on ship.

ARIZONA (1) Continued pumping operations in turrets #3 and #4. Removing armor bolts in side armor, turret #4 (2) Continued cutting beams in turret #2 for removal of roof plates. (3) Continued jacking up roof of conning tower. (4) Divers continued cutting underwater scrap metal forward of frame #78. Removed 2 tons of scrap steel.

SMITH Docked Floating Dry Dock YFD2 for interim docking.

Arrived and docked YFD2.

YNC17

KINGFISHER Completed and departed.

YD25 Completed and departed.

December 19, 1942

OKLAHOMA

(1) Divers engaged in stopping leaks from auxiliary bubble through airports and from main bubble through port stern tube. (2) Maintained pressure on all sections of main air bubble. Inspected interior of sections #M-4, M-6, and M-7. Trapped water found in section #6 and Section #4 is almost completely drained. Drilled holes in bulkhead at frame 115 in section M-7 to equalize measure between D-93-F and D-99-7. (3) Completed welding of backstay connections to blister at frames 89-91; and continued fitting and welding stiffeners on blister floors, frames 65-70, 75-80, 80-85, 90-95 and 95-100. Changing temporary ventilation from supply to exhaust. Welding countersunk rivet points on outside of blister to strengthen connection. (4) Pacific Bridge Company reeved righting tackles 10, 11, and 12 and installed righting winches 18,19, 20 and 21. Commenced grouting under bedplates and around kicker bars.

ARIZONA (1) Continued pumping operations in turrets #3 and #4. Removing side armor bolts in turret #4. (2) Continued jacking up conning tower roof plate. Roof has been raised approximately 4 inches. Conning tower and conning tower roof will be ready for lifting when lifting pads are available. (3) Divers continued cutting underwater scrap metal forward of frame #78. None removed from ship.

OGLALA Completed.

RAIL Arrived Berth 12 1/2 for repairs.

December 20, 1942

OKLAHOMA

(1) Divers continued work of stopping leaks from main and auxiliary air bubbles. (2) Divers inspected rudder and hull aft preparatory to installation of wire rope centering stays from after upper corner of rudder to stern chock. (3) Maintained air pressure in all sections of bubble. In section M-4 drilled drainage hole through bulkhead between forward dynamo room and #1 pump room, and in section M-6 took measurements for blanking plate to close hole between D-25-M and shaft alley. (4) Completed welding backstay connections to blister at frames 113 and 114. Continued welding stiffeners blister floors. (5) Pacific Bridge Company continued installation of four winches and prepared to reeve additional righting tackles.

ARIZONA

(1) Removing side armor bolts in turret 4. Continued pumping turrets #3 and #4. (2) Diving operations in turret #2 Burning out beams for removal of roof plates. Divers recovered three loading trays. Considerable equipment is accessible to be recovered from gun chamber. (3) Blocked up roof of conning tower. Expect to remove conning tower when 150 ton crane is available, (4) Continued cutting underwater scrap forward of frame #78. Removed 3 tons of scrap.

AARON WARD

Arrived Berth 12 for damage repairs and installation of battery.

December 21, 1942

OKLAHOMA (1) Divers continued stopping air leaks from port propeller shaft and from sea chest at frame 97. (2) Divers took measurements for centering lines to rudder. (3) Maintained air pressure in all sections of bubble. Completed operations in section t3 by drilling drainage holes through bulkheads of inaccessible compartments. (4) Completed welding of backstay connection at frame 39; and installation and tack welding of stiffeners on floors in blister sections, frames 65-70, 80-85, and 90-95. (5) Pacific Bridge Company suspended operations for the day (Sunday.)

ARIZONA Continued pumping in turrets #3 and #4. Expect to secure pumps today until ready to begin disassembling rotating part of turrets. Completed removal of armor bolts in turret #4. (2) Continued cutting overhead beams in turret #2 gun chamber to free roof plates for removal. (3) Conning tower is ready for removal then floating crane is available. Cut angle iron at bottom of side armor. (4) Continued cutting scrap metal forward of frame #78, underwater. Haviside crane removed and placed on quay one Large piece of metal which will have to be cut in half in order to be handled by Salvage crane. No scrap transferred ashore.

SMITH Undocked Floating Dry Dock YFD2, went to Berth 16 for completion.

YSR17 Undocked Floating Dry Dock YFD2, went to Berth 13 for completion.

December 22, 1942

OKLAHOMA

(1) Divers continued plugging and stopping of air leaks from auxiliary bubble through scuppers and ports. (2) Maintained pressure on all sections. Completed fitting of patch over hole from starboard shaft alley to magazine in section #6. Made inspection of section #7 and all compartments are dry with the exception of wedge water in D-57. Sections 1 - 5 are now complete. Applied pressure to auxiliary bubble and attained desired quantity on all sections except B-4. Allowed pressure to fall off slightly. (9) Working in blister sections 75-80, 85-90, 95-100, and 100-105 fitting stiffener bars to floors. Continued scaling in blister. (4) X72 completed shortening and resocketing of 3-3" pendants. Concrete laboratory is tabulating results of model test of righting operations made on 19 December. All continued work on manufacture of blister backstay connections. Pacific Bridge Company set winches #14 and #15 on foundation and continued work on strengthening and installing lint castings on righting bents.

ARIZONA

(1) Discontinued pumping turrets #3 and #4 at close of working day 12/21. Continued removing armor bolts from turret #3. Removed pump from turret #3. Retained 2 pumps on and adjacent to turret #4 for future use. (2) Continued cutting teams in overhead, turret #2. Two beams are loose and ready for removal. Recovered 3 skulls and a number of other bones from turret in chamber. Removing bolts from roof plates of turret #2. (3) Continued cutting underwater scrap metal forward of frame #78. None removed from ship.

INDIANAPOLIS Completed and departed.

USAT BARBARA Arrived and docked YFD2.

OLSEN

YF269 Arrived Berth 1 1/2 prior to docking.

December 23, 1942

OKLAHOMA

(1) Divers continued stopping leaks in airport aft and securing bolted plate on leaky sea chest at frame 97. (2) Divers continued preparation for installing centering bridle on rudder. (3) Maintained pressure in all sections. Plugged rivet hole in bulkhead 9 in section M-6. Drilled drainage hole in Compartment D-57. (4.) Completed welding in blister sections frames 55-60 and 65-70; and completed setting and tack welding stiffeners in sections 55-60, 75-80, 85-90, and 105-110. Continued scaling, and preparations for welding in sections, frames 30-35, 35-40, 40-45. (5) X11 continued shop manufacture of backstay connections to blister. (6) Pacific Bridge Company commenced reducing height of quay F-5-S; set winches #17 and #16; aid continued work of preparing righting bents for erection. Also, commenced rigging lighter PHD-1 for use in erection of bents and in rigging righting tackles.

ARIZONA

(1) Continued removal of side armor bolts, turret #3
(2) Removing bolts from roof of turret #2.
Removed interior beams previously cut by divers.
(3) Prepared to remove section of anchor chain.
Chain will have to be parted and lifted in two sections. (4) Continued cutting underwater scrap metal forward of frame #8. have approximately 15 tons of scrap metal to remove when transportation is available.

CONYNGHAM Undocked DD#3, went to Berth 12 1/2 for completion.

December 24, 1942

OKLAHOMA

(1) Divers closed 4 large airports aft from inside ship to stop leaks, after removing temporary outside blanks; and completed installation of bolted airtight plate over sea chest at frame 97. (2) Divers continued operations to install centering bridle on rudder. (3) Maintained air pressure in all sections of bubble. (4) Completed welding of stiffeners and to strengthen connections in blister, frames 75-80 and 85-90. Continued fitting and welding, of stiffeners to floors in other sections of blister. (5) X72 has completed shortening and resocketing of 5-3" pendants, and work is underway on 3 more pendants. X11 completed manufacture of blister backstay connections. (6) Pacific Bridge Company continued preparing righting bents for erection, reducing height of quay F-5-S, and preparing lighter for use in erection of bents and tackles.

ARIZONA

(1) Continued removal of armor bolts, turret #3. Began removing top bolts in lifting holes in top of side armor plates in preparation for removal of armor. (2) Cutting overhead beams in turret #2 for removal to roof plates. Removing bolts in roof plates. (3) Began installation of lifting pads in conning tower. (4) Continued cutting scrap metal. forward of frame #78. Removed approximately 15 tons from ship. Divers brought up approximately 150 feet of anchor chain.

Arrived and docked DD3 for stbd. shaft alignment.

TUNNY

YF269 Docked DD#3, for repairs to underwater body.

USAT BARBARA Undocked Floating Dry Dock YFD2, completed and departed.
OLSEN departed.

WIDGEON Completed and departed.

December 25, 1942

OKLAHOMA (1) Divers worked on stopping air leak from scupper at frame 122. (2) Maintained pressure in all sections of air bubble. (3) Completed welding of backstay connection at frame 92. Fitting and tack welding of stiffeners on N.W.T. floor in blister aft of frame 55 completed. Final welding of stiffeners and to strengthen structural connections is completed in blister sections, frames 55-60, 65-70, 70-75, 80-85, and 105-110. This work is continuing. (4) X72 continued shortening and resocketing of 3" pendants. (5) Pacific Bridge Co. set winches 1 to 7 inclusive and grouted with concrete under winches #14 to 19 inclusive; continued equipping lighter PHD-1 for rigging of bents and tackles; continued preparing bents for erection.

ARIZONA (1) Cutting overhead beams in turret #2 to free roof plates for removal. Removing bolts in roof of turret. (2) Lifting pads are installed in conning tower. Ready for lifting. (3) Removing bolts in side armor turret #3. Backing out tap screws in lifting holes in side armor turret #3. (4) Continued cutting underwater scrap metal forward of frame #78. None removed from ship.

NOTE: Work on both vessels was suspended on 25 December, except for maintenance of pressure in air bubble and except for pumping of cofferdams on OKLAHOMA.

December 27, 1942

OKLAHOMA

(1) Divers continued stopping air leaks from auxiliary bubble. (2) Maintained pressure in all sections of air bubble. Obstructions are being cleared in order to inspect and close, if open, the ammunition hoists in 3rd deck passage B-101 to avoid escape of air as ship rolls. (3) Fitted and tack welded backstay connections on blisters frames 32-35. Continued welding stiffeners on blister floors. (4) Pacific Bridge Company, reeved tackles #13 and #14 and prepared to reeve #15; continued equipping lighter FHD#1; continued installation of winches previously set in place; and continued reducing height of quay F-5-S.

ARIZONA

(1) Continued removal of tilts in top of turret #2 in preparation for removal of roof plates. (2) Conning tower is ready for lifting when crane is available. (3) Completed backing out top screws in lifting holes in side armor of turret #3. (4) Divers continued cutting underwater scrap metal forward of frame #78. Removed 9 tons of scrap metal from ship.

WEST VIRGINIA

Docked DD#1 for installation of rudder.

December 28, 1942

OKLAHOMA (1) Divers removed outside temporary covers and closed 3 airports from inside ship between frames 108 and 115 in order to stop leaks. (2) Divers closed top of ventilation trunk from Steering Engine Room at frame 102. Continued excavating aft to rig centering bridle on rudder. (3) Maintained pressure in all sections of air bubble. Working through airlock #1, commenced investigation of tightness of ammunition hoists on 3rd deck and found the lower ends of the two in C-100-S to be closed W.T. Also investigated feasibility of making armor gratings airtight to avoid loss of air as ship rolls. (4) Fitted and tack welded back-stay connections to blister at frames 36, 37, and 38. Completed welding those at frames 32 and 33. Stiffeners on blister floors have been completed in all sections of blister, except frames 30-35, 35-40, 45-50, and 50-55. (5) X72 continued work on shortening and resocketing of 3" wire rope pendants. (6) Pacific Bridge Company suspended operations for the day (Sunday.)

ARIZONA (1) Continued cutting overhead beams inside gun chamber, turret #2 to free roof plates for removal. Removing bolts holding roof plates to side armor. (2) Continued cutting underwater scrap metal forward of frame #78. Removed 8-1/2 tons from ship. (3) Backed out top screws in top of barrette of turret #3. Coated screws with preservative and replaced. (4) Conning tower ready for removal.

SWAN Completed and departed.

TARPON Undocked DD#2, went to Berth 1 1/2 for completion.

YR22 Undocked DD#2, completed and departed.

WM. W. BURROWS Docked DD#2, for repairs to underwater body.

December 29, 1942

OKLAHOMA (1) Divers engaged in locating and closing ventilation trunks on main deck aft to prevent escape of air as ship rolls. Closed vent at frame 103 and work on closing vent at frame 96 is continuing (2) Divers continued excavating to locate padeye aft for rudder centering bridle. (3) Maintained pressure on all sections of air bubble. working through airlock #4, inspected 3rd deck armor grating in blower room of #5 boiler room preparatory to make airtight with concrete, and worked in ammunition passage B-101 on closing ammunition hoist trunks. (4) Fitted and tack welded backstay connections to blister at frames 93-97 anti completed welding at frames 34-37. Completed welding inside blister sections, frames 30-35 and 40-45, and continued work in sections 35-40, 45-50, and 50-55. (5) 172 continued shortening of 3" wire rope pendants. Has completed eleven (of 42) and expects to complete about 3 daily. (6) Pacific Bridge Company installed righting winches #8 to #11 inclusive, leaving only winches #12 and #13 not yet installed. Reeved tackle #15 and prepared to reeve #16 and continued equipping lighter PHD#1 and reduction of quay F-5-S. Continued preparation of bents for erection on ship.

ARIZONA (1) continued removal of bolts in roof plates, turret #2. Divers continued cutting overhead beams in gun chamber. (2) Removed roof of conning tower. (3) Continued cutting underwater scrap metal forward of frame #78. None removed from ship.

McFARLAND Arrived Berth 12.

KALOLI Undocked Floating Dry Dock YFD2, went to Berth 4 for completion.

December 30, 1942

OKLAHOMA

(1) Divers continued work to rig centering bridle on rudder. (2) Maintained pressure on an sections of air bubble. Enlarged air piping to #4 airlock to allow more men to work in ship. Continued work to make tight lower ends of ammunition hoists in B-101 and armor grating in #5 blower room. (3) Prepared to remove #2 and #3 airlocks. (4) Fitted and tack welded backstay connections to blister at frames 98, 99, and 115, and completed welding at frames 93 and 94. Continued working in blister sections frames 38-40, 45-50, 50-55. Prepared to close manholes into blisters in which work has been completed. (5) S72 continued shortening and resocketing of 3" wire rope pendants. (6) Pacific Bridge Company installed the two remaining Winches #12 and #13, and continued aligning winches and installing motors on winches already installed. Continued work on reduction in ha lit of quay F-5-S: preparing bents for erection; reeved tackles #16 and #17; and completed equipment of lighter P.H.D. #1.

ARIZONA

(1) Cutting overhead beams in turrets #2 gun chamber to free roof plates for lifting. Removed bolts from top of roof plates. (2) Cut away deck plates in conning tower to prevent binding between deck plates and side armor, when being removed. (3) Continued cutting underwater scrap metal forward of frame #78. Removed 1-1/2 tons of scrap metal.

COULEE

Arrived Berth 17 for repairs to faced draft blower.

YMc17

Completed and departed.

December 31, 1942

OKLAHOMA

(1) Divers continued work on closing weather terminals of vent trunks on starboard side of main deck aft to avoid loss of air in rolling of ship. Maintained air pressure in all sections. Working through airlock 0+ commenced sealing armor grating in #5 blower room with concrete, and closed lower ends of two ammunition hoists in B-101. (3) Placed anchor for mooring IX-56 in new location south of quay F-5-S to clear ship for erection of bents. (4) Removed #2 and #3 airlocks and sent to USS UTAH for stowage and later use. Installed blanks over access hatches in bottom of ship. (5) Installed air piping for control of section 1, 2, and 3 of main bubble during righting operations. (6) Completed welding of backstay connections to blister, frames 95, 96, 97, and 115. Completed stiffening and strengthening of structure inside of blister, except in sections frames 50-55, on which work is continuing. Commenced blanking: access holes through side of blister. (7) X72 continued work on 3" wire rope pedants. (8) Pacific Bridge Company continued preparing bents for erection reducing height of quay F-5-S; and setting motors and grouting under winches.

ARIZONA

(1) Removed conning tower. Began cutting supporting structure for scrap. (2) Began preparations for removing keys in side armor, turrets #3 and #4. (3) Divers cutting underwater scrap metal forward of frame #78. None removed from ship.

SEAGULL

Arrived Berth 2 for overhaul.

RAIL

Docked Floating Dry Dock YFD2, for interim docking.

CINCHONA

Arrived and docked Floating Dry Dock YFD2.

RAIL

Undocked Marine Railway.

WM. W. BURROWS

Undocked DD#2, went to Berth 22 for completion.

USAT KILAUEA Completed and departed.

USAT HALEAKALA Arrived Berth 22, prior to docking.

1 January 1943

- OKLAHOMA
- (1) Divers continued work on closing of ventilation trunk on main deck, frame 106 and stopped leak in airport at frame 38, main deck.
 - (2) Maintained pressure on all sections of air bubble. Working through airlock #4, completed sealing with concrete 3rd deck armor grating in #5 blower room and prepared to cut access hole through bulkhead between #5 boiler room and #3 blower room.
 - (3) Completed installation of diagonal stiffeners sacra on N.?T. floors and reinforcements of structural connections in all sections of starboard blister, and also the installation and welding of all backstay connections to the outside of blister.
 - (4) Laying off to control air to forward sections sections of main and auxiliary air bubbles is about 75 percent complete.
 - (5) Continued cleaning obstructions from bottom of ship forward of frame 74.
 - (6) X72 continued work on 3" wire rope pendants. (7) Pacific Bridge Company continued installation of winch motors; grouting under winches; and reduction of quay F-5-S. Completed preparation of bents for erection on ship beginning forward.

ARIZONA (1) Removed the end sections of the key plate in roof of turret #2. Continued preparations for removal of remainder of turret roof plates. (2) Began removal of structure surrounding central conning tower tube. Removed 1-1/2 tons of scrap metal from this area. (3) Yard divers cutting underwater scrap metal forward of frame #78. None removed from ship.

??O? Completed and departed.

YO44 Completed and departed.

???? Arrived Berth 6 for repairs.

2 January 1943

OKLAHOMA

(1) Divers cut shaft for removal of top of ventilation trunk at frame 96 1/2, main deck, starboard, to facilitate making airtight.

(2) Working through airlock #4, closed the two remaining hoist trunks in B-101 and also closed manholes into blower trunks of #1 and #3 boiler rooms. All hoist trunks in B-101 and 0-100-S have now been closed. (3) Completed all work in and attachments to starboard blister. Completed piping for control of ail to forward sections of winch and auxiliary bubble, except final connections to be done when compressors are relocated to barge forward.

(4) X72 continued work on 3" wire rope pendants.

(5) Pacific Bridge Company continued work on quay F-5-S, winch motors, and extending boom of crane on lighter P.H.D. #1.

ARIZONA (1) Continued drilling out bolts in roof plates of Turret 2. (2) Continued cutting structure surrounding conning tower armored tube. This tube must be removed to clear the area aft of Turret 2 for removal of 14" guns from Turret 2. (3) Continued cutting underwater scrap metal forward of frame #78. None removed from ship.

??ULA Arrived Berth 13 for repairs.

C??TLIOT Arrived Berth 6 for miscellaneous repairs.

CONSTANT
Arrived Berth 6 for miscellaneous repairs.

3 January, 1943

OKLAHOMA (1) Divers removing valves fitted for blowing port bottom tanks and plugging holes with pipeplugs, working from forward aft. (2) Maintained pressure in all sections of air bubble. Pressures in mix; bubble are as follows:

<u>Section</u>	<u>Pressure</u>
M-1	12 #
M-2	11.5 #
M-3	10 #
M-4	9.5 #
M-5,6,7	9.75#

(3) Working through airlock #4, completed drilling and commenced chipping out access hole through bulkhead between #5 and #3 boiler rooms for access to make airtight by concrete the forced draft armor grating in #3 boiler room. (4) Disconnected airlocks #5 and #7, preparatory to removals. (5) X72 continued work on 3" wire rope pendants. Twenty-four (of 42) pendants have been completed. (6) Pacific Bridge Company reeved tackles #18, 19, and 20 and continued reducing quay I-5-S. Grouting under and securing of all winches has been completed. The alignment of winch motors is continuing.

ARIZONA (1) Divers cutting bulkheads and overhead beams in turret #2.
(2) Continued drilling out bolts in top of turret to free roof plates for removal. These brass or composition bolts have been difficult to remove.
(3) Continued cutting out structure around conning tower and continued cutting underwater scrap metal forward of frame #78. Removed eleven (11) tons of scrap metal from ship.

RAIL Undocked Floating Dry Dock YFD2, went to Berth 1 for completion.

CINCHONA Undocked Floating Dry Dock YFD2, went to Berth 1 1/2 for completion.

????US Arrived Berth 3 for repairs and docking.

ELLET Completed and departed.

HALEAKALA Docked Floating Dry Dock YFD2.

4 January, 1943

OKLAHOMA

(1) Divers closed ventilation trunks at frame 109, main deck, starboard, and at frame 120 in compartment D-113 starboard; and continued plugging holes drilled in bottom tanks. (2) Divers resumed excavating to reach pad-eye at stern for rigging centering bridle on rudder. (3) Maintained pressure in all sections of main and auxiliary air bubbles. Working through airlock #4, completed cutting access holes through bulkhead between boiler rooms #5 and #3. (4) Removed airlocks #5 and #7 and delivered to UTAH for storage and later use. (5) Installed hangers on modified air piping on bottom of ship forward. (6) X72 continued work on 3" pendants. (7) Pacific Bridge Company suspended operations today (Sunday).

ARIZONA

(1) Divers continued cutting steel wreckage underwater forward. None removed from ship. (2) Continued removals of tap bolts from roof plates of turret #2. (3) Continued cutting for removal of conning tower foundation.. (4) Pumped down turrets #3 and #4 in preparation for examinations proposed by Planning and Design personnel on 4 January in connection with design features of removals of turrets.

YO20 Arrived Berth 12.

COPAHEE Completed and departed.

KALOLI Completed and departed.

YT153 Placed overboard, completed and departed.

Subject: War Diary - Month of December 1942.

4. Salvage operations continued as before with preparations for righting the U.S.S. OKLAHOMA progressing slowly due to delay in the arrival of certain equipment. All work is being expedited, however, so that, immediately the equipment arrives, the operation will proceed without delays. The OKLAHOMA propeller blades have been removed and turned in to store. Operations in the U.S.S. ARIZONA continued with machinery in Turret IV being prepared for removal and considerable scrap being cut away forward of frame #78.

5. Repairs to the battle damage in the U.S.S. WEST VIRGINIA and OGLALA continued satisfactorily during the month. The latter was made ready for the trip to a mainland yard on 19 December and departed on the 23rd. The former was docked for the second time on 29 December for the installation of a new rudder assembly. Electrical work on the WEST VIRGINIA's main propulsion machinery is practically completed; other electrical work throughout the ship is progressing slowly due to lack of electricians.

6. The Harbor Defense and Security organization accomplished the following in December. On December 5th the Bomb Disposal Unit boarded the U.S.S. SAN FRANCISCO and obtained specimens of Japanese 14" bombardment projectiles, information" on which has been made the subject of an official report. On December 17th a sand filled depth charge, planted three months earlier, was recovered and the firing mechanism tested. Although covered with more than one quarter inch of marine growth, the firing mechanism functioned satisfactorily.

7. At the request of the Commander Submarine Forces, Pacific Fleet, the Bomb Disposal Unit assisted in devising a method for the demolition of our own submarines. This was done by a small adapter which fits into the booster of warheads. This same unit, on December 23rd, removed four unexploded five inch thirty eight caliber projectiles from the floating drydock (YFD-2). These had penetrated a tank on December 7, 1941, when the magazines of the U.S.S. SHAW exploded. They were never discovered until this month.

Subject : War Diary - Month of December 1942

8. The Supply Department was actively engaged in handling large quantities of stores and provisions during December. Tonnage figures indicate 88,141 cubic tons discharged and 22,580 cubic tons loaded. Military and general stores aggregating 5,672 tons were dispersed to outlying storage areas during the month and 3,968 tons issued therefrom. The Navy Fuel Depot during the month transferred 297,121 barrels of topped crude oil from surface tanks to underground tank #5.

9. Two shipments of scrap steel for the mainland were effected: The first of 1800 gross tons on December 22nd, and the second of 320 gross tons, December 23rd. In addition to this scrap steel, 63 gross tons of armor plate were shipped. The movement of scrap is proceeding satisfactorily. Strict compliance with current conservation directives is being effected and every effort is being made to reclaim all useful material.

10. The cargo tonnage totals for the year 1942 give a good indication of the task accomplished by the Supply Department:

Total tonnage received and unloaded - 978,467
Total tonnage loaded and shipped- 249,176
Total lumber received-
71,640,000

11. The end of the year 1942 and of our first year of war finds this Yard multiplied about five times in number of employees and greatly increased in facilities and productive capacity. The Yard now stands ready to handle any job the Fleet may request.

WILLIAM R. FURLONG

Copy to:
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U. S. NAVY YARD
PEARL HARBOR, T. H.
OFFICE OF THE CAPTAIN OF THE YARD

January 1, 1943

From: The Captain of the Yard.
To: The Commandant Navy Yard, Pearl Harbor, T.H.

Subject: War Diary - December 1942.

December 1

No remarks.

December 2

No remarks.

December 3

No remarks.

December 4

No remarks.

December 5

Set Condition of Readiness TWO at 0800.

The U.S.S. GREENLING anchored on the middle loop cutting the outer leg of that loop. The loop was totally inoperative.

The Bomb Disposal Unit boarded the U.S.S. SAN FRANCISCO and obtained specimens as well as a verbal account of Japanese fourteen (14) inch bombardment, incendiary projectiles. This information has been forwarded to Washington, D.C. in an official report.

The following is a resume of operations and work accomplished by Underwater Defense Activities for the week ending December 5, 1942:

- (a) Set new south outboard mooring at Fox-8.
- (b) Seven (7) panels forty foot surface net completed and installed at Fox-S.
- (c) Replaced three (3) ton anchor with ten (10) ton clump at Cast-5.

January 1, 1943

Subject: War Diary - December 1942

- (d) Installed thirty (30) caliber mount on after twenty (20) millimeter shield on Gate Vessel.

December 6

A fragment from a Japanese torpedo warhead was forwarded by the U.S.S. HELENA to the Mine Disposal Unit. The fragment, plus a Spectrographic and Chemical Analysis, has been forwarded to the Bureau of Ordnance.

The Pearl Harbor Group remained in Condition TWO.

December 7

The Pearl Harbor Group secured from Condition of Readiness TWO at 0800.

December 8

No remarks.

December 9

No remarks.

December 10

Completed the installation of field telephones to guns in the Industrial Area.

December 11

Participated in. joint Army-Navy anti-aircraft exercise between 1615 and 1730.

December 12

The following is a resume of operations and work accomplished by Underwater Defense Activities for the week ending December 12, 1942:

(a) Reset south inboard. mooring and new north mooring at Fox-8.

(b) Laid new portion of middle loop (repairing damage done by U.S.S. GREENLING).

December, 13

No remarks.

January 1, 1943

Subject: War Diary, December 1942.

December 14

No remarks.

December 15

No remarks.

December 16

No remarks.

December 17

A sand-filled depth charge which had. been planted three (3) months previously was retrieved by the Mine Disposal Unit. The case had been set in five (5) feet of water to determine the effect of sea water and growth on the firing mechanism. Upon examining the case, it was found that approximately one-quarter inch of growth had accumulated on the firing mechanism. However, this growth had no effect on the operation of the mechanism. The charge has been replanted in thirty-five (35) feet of water and ten (10) feet of mud.

At the request of Commander, Submarines, U.S. Pacific Fleet, the Bomb Disposal Unit assisted in devising a method for the demolition of our own submarines. This was done by a small adapter which fits into the booster of warheads.

December 18

Installed ready service boxes for the 50 caliber machine guns emplaced on the new commissary.

December 19

Calibration runs of the middle loop and loop #2 were run with the P.G. 59 and the A.M.C. 88. Due to failure of recording equipment, the tests will be re-run as soon as practicable.

Secchi Disk readings were taken of the channel and harbor to determine the depth of visibility. The former was at maximum flood and the latter at maximum ebb. The readings were taken at the request of the Bureau of Ordnance and will be a monthly procedure.

The following is a resume of operations and work accomplished by Underwater Defense Activities for the week ending December 19, 1942:

(a) A nine (9) panel thirty (30) foot surface net was furnished the aft (Port side).

January 1, 1943

Subject: War Diary - December 1942.

(b) A ten (10) panel thirty (30) foot surface net was furnished the ARD-5 (Starboard side).

(c) A two (2) panel thirty (30) foot net, buoys and spare parts assembled, together with preventers, mooring pendants, closing ropes, etc., was furnished the ARD-5.

(d) Added ninety (90) feet of chain and a four (4) ton clump to south mooring at Cast-3 and Cast-6.

(e) Reset outer net DD-1-2-3 (DD-1 net now separate from DD-2 and 3.)

December 20

No remarks.

December 21

Ensign E. B. Leslie. USER, reported for temporary duty with the Harbor Patrol.

December 22

No remarks.

December 23

Delivered and mounted fifty (50) caliber machine gun on new First Aid Casualty Station in Housing Area #1. The Bomb Disposal Unit removed four (4) unexploded five (5) inch thirty-eight (3g) caliber shells from the lower seven tank of the floating drydock, YFD-2. These had penetrated the tank on December 7, 1941 when the magazines of the U.S.S. SHAW exploded. Ensign N. J. Pedorra reported for permanent duty with the Harbor Patrol.

December 24

No remarks.

December 25

No remarks.

January 1, 1943

Subject: War Diary - December 1943.

December 26

The following is a resume of operations and work accomplished by Underwater Defense Activities for the week ending December 26, 1942:

- (a) Constructed, launched, and installed ten (10) panel forty (40 foot surface net for the new main gate (barrel line) in Pearl Harbor.
- (b) Installed new target raft at YFD-2.
- (c) Set portable mooring at DD-1 to secure east end of baffle.
- (d) Set portable mooring off Naval Air Station, Pearl Harbor, T.H. ramp for stowing of Fox-1 net.
- (e) Replaced twenty-six (26) three hundred (300) gallon barrels with twenty-six (26) two hundred and twenty (220) gallon barrels at quay-11.

December 27

No remarks.

December 28

No remarks.

December 29

No remarks.

December 30

Began the distribution of boxes for stowage of gas protective clothing to the gun positions in the Industrial Area.

December 31

A thirty-five (35) foot motorboat, Hull No. 14513, Engine No. DD-1202 was turned over to the Boat Pool by the Harbor Patrol.

F. W. SCANLAND

U. S. NAVY YARD
PEARL HARBOR, T. H.

February 14, 1943

From: Commandant, Navy Yard, Pearl Harbor, T.H.

To : Chief of Naval Operations (Office or Naval
Records and Library).

Subject: War Diary - Month of January 1943.

Enclosure: (A) Captain of the Yard's Diary.

(B) Industrial Department Diary.

(C) Supply Department Diary.

(D) Harbor Defense and :Security Officer's Diary.

(E) Receiving Station Diary.

1. The month of January again found the Navy Yard actively engaged in the process of repairing numerous ships; as before mainly smaller ships of the Fleet. The U.S.S. SALT LAKE CITY, arrival 1 November, and the U.S.S. PENSACOLA, arrival 27 January, were the only major units in the Yard for repairs during January. Among the smaller Fleet Units under repair were the U.S.S. AARON WARD, BREESE, CONYNGHAM, COPAHEE, FARENHOLT, FLUSSER, MAHAN, McFARLAND, MEDUSA, SMITH, TUNNY, MONAGHAN and ROGER B. TANEY, this last being a Coast Guard Cutter.

2. Large portions of the work in progress have to do with battle damage and other large portions with the improvement in close-in anti-aircraft automatic weapons. In two cases of ships now in the Yard, the U.S.S. MAHAN and BREESE, it has been necessary to install prefabricated bows, and in one, the U.S.S. McFARLAND a prefabricated stern was required to replace the stern lost in action against the Japanese.

3. Salvage work in the three remaining ships sunk in Pearl Harbor, U.S.S. OKLAHOMA, ARIZONA and UTAH, continued during the month. All materials for the OKLAHOMA project are on hand and in place. The first of March is tentatively set as the date for starting the pull on the OKLAHOMA to right her. With a reasonable amount of success she should be entirely righted, within two weeks of that date. The removal of scrap from the ARIZONA continued during the month. Preparations are being made to right and float the UTAH in the same manner

Subject: War Diary - Month of January 1943.

as that now in progress on the OKLAHOMA. This last operation was begun on 5 January and will progress rapidly once the OKLAHOMA righting operation is completed.

4. Harbor Defense and Security concerned itself mainly with underwater defense during the month. One new five panel, forty foot surface net was installed on the Fort Weaver side of the channel Main Gate. Another new five panel, forty foot surface net was installed between the North quay Fox 2 and South quay Fox 3 to act as a partition net between Fox berths 2 and 3. One new target raft rigged with new forty foot net was placed across the end of the slip containing berths 12 to 16 inclusive. Berth 24., the most recently completed of the waterfront berths, was provided with single line anti-torpedo net.

5. At daybreak on the 8th of January, a Joint Army-Navy exercise commenced. For more than an hour Army and Navy planes attacked the Pearl Harbor Area. Two of the attacking planes sprayed tear gas over the harbor. Due to the humidity of the day and the lack of wind, the gas proved most persistent and those employees who had lost or forgotten their gas masks learned by experience to keep their gas masks with them. At 004.6 on the 19th, unidentified surface craft were detected and the Air Raid Alarm sounded throughout the Island. A short time later the units were identified as friendly and the all clear was sounded at 0105.

6. Following the pattern of the past 13 months the Supply Department was busily engaged in handling large quantities of stores and provisions for the Fleet. Military and general stores aggregating 4,214 tons were dispersed to outlying storage areas and 7,141 tons issued for use. Tonnage figures for January totaled 86,013 cubic tons discharged and 23,241 cubic tons loaded. These figures approximate last months totals and represent normal movement of stores.

7. The Naval Fuel Depot, operating at normal levels during the month, completed the transfer of 321,038 barrels fuel oil from surface tanks to underground. Transfer of topped crude oil to underground tanks 4, 5, and 6 was also completed.

8. During January 4,623 long tons of scrap were shipped to the mainland. Of these 3,880 tons were scrap steel, 528 tons armor plate, 30 tons armored cable, 120 tons

Subject : War Diary - Month of January 1943.

cast iron, 34 tons telephone wire, and 31 tons of tin cans.

9. Arrangements have been completed to take over the operation of the terminal facilities at piers 23, 31, 31a and 32 at Honolulu from the Pacific Naval Air Base contractors. These facilities will be used as receiving points for general Navy cargo coming in to Honolulu Harbor and as loading out points for shipments to the mainland and the outlying Islands of the Central and South Pacific Areas.

WILLIAM R. FURLONG

Copy to:
Cominch.
Com14.

March 14, 1943

From: Commandant, Navy Yard, Pearl Harbor, T.H.
To : Commander-in-Chief, United States Fleet.

Subject: War Diary - Month of February 1943.

Enclosure: (A) Captain of the Yard's Diary.
(B) Industrial Department Diary.
(C) Supply Department Diary.
(D) Harbor Defense and Security Officer's
Diary.
(E) Receiving Station Diary.

1. The month of February again found this Navy Yard actively engaged in its mission of sorting and supporting the units of the United States Fleet in this area, the Naval Transportation Service, and the Naval Local Defense Forces. The work load of the Industrial Department, as usual quite heavy, was divided among large and small units alike. The U.S.S. SALKE LAKE CITY, which arrived on 1 November for extensive overhaul and alteration work, was completed on 23 February and departed that date. The U.S.S. PENSACOLA, arriving on 27 January for major repairs incident to battle damage, was docked on 2 February for extensive hull, frame, and machinery repairs caused by a torpedo hit and subsequent flooding.

2. Much of the work in progress during February had to do with repairs to battle damage and the improvement of close-in armament on different types of ships. Work in the U.S.S. PENSACOLA, most severely damaged is progressing satisfactorily. A new bow for the U.S.S. MINNEAPOLIS was fabricated during the month for installation upon her arrival about March 2, 1943. The U.S.S. MEDUSA was completed on 10 February, the installation of two new triple effect distilling units and one 300 k.w. generator having been completed.

3. Salvage work in the three remaining ships sunk in the harbor continued. The righting rig for the OKLAHOMA was completed by the end of the month. The pull is to start on 8 March and, barring accident, should be completed by the end of March. Preparations are being made to right and float the UTAH in the same manner and with the same equipment as was employed with the OKLAHOMA. Operations in the ARIZONA were

Subject: War Diary --Month of February 1943.

confined to the removal of scrap and preparations for the removal of turrets 3 and 4.

The U.S.S WEST VIRGINIA is scheduled for completion on 15 April. The stern post casting has been installed, new rudder fabricated, voids, fuel oil, and fresh water tanks cleaned and tested, and hydraulic steering gear reconditioned.

4. During the month the office of Harbor Defense and Security concerned itself mainly with the improvement modifications in the Pearl Harbor Group. On 1 February, Mine and Bomb Observation Station "GARNET", situated on top of the Fleet Supply Base Building #475 on Kuahua Island, was put into commission, completely equipped, manned, and connected Design upt. by magneto telephone with Harbor Control. On 5 February #2 channel loop was re-laid, 1200 feet farther to seaward than before, to provide more emergency anchorage area in the vicinity of the Gato Vessel. The installation of two way radio equipment in six automatic weapons command posts was completed on 10 February, augmenting the primary telephone system. As of 13 February, two way radio telephone had been installed in fourteen (14) harbor patrol boats. The fifteen new "Esso" fog generators loaned by the Navy Yard to the Army were twice tested by the Army in Honolulu. They are to be tested at the Navy Yard on 3 March. Twenty enlisted men from the Ship Repair Unit have been detailed for training in the operation of these units.

5. Underwater Defense activities for the month consisted mainly of maintenance of present nets. New nets installed included individual outer nets across the end of the slips containing berths 12-16 inclusive and berths 17-24 inclusive, plus the installation of 13 panels of forty (40) foot surface net at berth Baker 22.

6. The Bomb Disposal Unit completed the analysis of a Japanese anti-aircraft bomb secured from Guadalcanal. This is the type bomb one plane employs against another and contained Cyclonite (RDX). This is the first known use of this powerful new explosive by the Japanese.

Subject: War Diary -Month of February 1943.

7. Following the usual pattern of this active base the Supply Department handled huge quantities of stores and provisions for the Fleet. Military and general stores aggregating 7,981 tons were dispersed to outlying storage areas during the month and 5,357 tons issued for use from these areas. This total turnover of 13,338 tons represent an approximate 15% increase over January. Tonnage figures for February cargo operations totaled 105,559 cubic tons, discharged, an increase over January of approximately 19,500 tons. There were, moreover, 50,665 cubic tons loaded for shipment, or twice the volume of January, representing a heavy turnover of stores.

8. The shipment of scrap was considerably curtailed during February by the Bureau of Supplies and Accounts Order. This order was caused by a too great accumulation of unprepared scrap on the west coast. This order was modified towards the end of the month to allow one shipment per week. Accordingly one shipment of in scrap metal totaling 317 long tons was effected on 27 February.

9. Receipts of provisions were unusually light during February. Only two ships loaded with fresh provisions were discharged during this period, the ANTIGUA and CALAMARES. Due to lack of shipping space the problem of supplying outlying islands became acute in early February. Stores at these islands, especially Johnston and Midway were critically low. By the use of reefer boxes and Patrol Vessels it was later possible to all outstanding requisitions.

10. Numerous ship movements to the south Pacific have facilitated shipment to that area of all supplies requested. Increasing use has been made of air freight shipments to outlying bases.

WILLIAM R. FURLONG
Copy to: Com14.

April 20, 1943

From: Commandant, Navy Yard, Pearl Harbor, T.H.
To: Commander-in-Chief, United States Fleet.

Subject: War Diary - Month of March 1943.

Enclosure: (A) Captain of the Yard's Diary.
(B) Industrial Department
(C) Supply Department Diary.
(D) Harbor Defense and Security Officer's Diary.
(E) Receiving Station Diary.

1. The month of March was a busy one for the Navy Yard in the performance of its mission of serving and supporting the units of the United States Fleet in the Pacific, the Naval Transportation Service, and the Naval Local Defense Forces.
2. The Industrial Department load was heavier this month than it has been for many months previous. Among the ships coming in for repairs were two battleships, four cruisers, a British aircraft carrier, three submarines, six destroyers, and numerous smaller craft of the Fleet and Local Defense Forces.
3. The U.S.S. MISSISSIPPI arrived on 2 March, and the NORTH CAROLINA on 27 March both coming in for repairs to main propulsion shafting. The former arrived with #3 and #4 shafts badly out of line while the latter arrived with a badly damaged stern tube bushing from having hit an underwater object. The H.M.S. VICTORIOUS arrived on 9 March with a badly damaged boat and seaplane crane due to a plane crash with ensuing fire. Her date of departure is tentatively set for 8 April by which time her arresting gear will have been modified to handle our heavier planes, her watertight integrity and stability improved, and her close in armament augmented by the addition of 20mm and 40mm guns.
4. The PENSACOLA arrived on 27 January and is scheduled for completion on 31 July. The work in her amounts to a complete modernization in addition to the necessary

SECRET

Subject: War Diary - Month of March 1943.

repairs. The MINNEAPOLIS arrived on 2 March, at which time her new bow was 75% completed in the shop after permanent hull repairs are completed she will proceed to the coast early in April for repairs to firerooms and enginerooms. The SANTA FE arrived on 27 March and will leave early in April upon the completion of the retubing of a superheater boiler and other minor work. Many destroyers were brought in for increased close-in anti-aircraft armament and for various minor repair jobs. The U.S.S. MAW arrived on 2 March for major hull repairs due to damage as a result of grounding.

5. On 8 March the most difficult salvage job in the harbor got underway with the first pull on the capsized OKLAHOMA. Righting operations began at 0841 and continued until 2217, at which time operations were halted by a minor casualty. The ship had then changed position from 151 degrees to 132 degrees 30 minutes. At 0835, 10 March, the pull was again resumed and continued until 1046 when another casualty halted the operation. The ship then lay 129°30' to port. At 1426, 17 March, the pull was again resumed and continued until 0500, 18 March, at time the ship lay 1090 to port. At 2027 on the same day, the pull was resumed. This pull lasted until 1711, 19 March, and left the ship just 68° to port. At 1514, 20 March, another pull was taken. This phase lasted until 2230, 20 March, when the ship was in the 40° position. It was then necessary to discontinue operations until certain righting tackle could be moved higher on the ship for better leverage. The next pull came at 1225, 29 March and lasted until 1450 that date, the ship having moved from 400 to 34degrees, 30 minutes. It is expected that the righting phase of the operation will be completed by 25 April.

6. On 2 March the Harbor Defense and Security Officer had a smoke-out of the Navy Yard from 1730 to 1830 conducted by the Chemical Warfare Department of the Army. The test was conducted with 15 Navy owned Esso fog generators and was quite successful. The test is described in detail in Commandant, Navy Yard Confidential letter C-A16-1/NY10 Serial Y-0470 of 6 March. On 17 March this command received 10 mobile Chrysler Smoke Generator Units and on 19 March one Seagrave 85 foot Aerial ladder and one Seagrave 1000 G.P.M. pumping engine for service in the Navy Yard Fire Department. On 24. March a Mine and Bomb Observation drill was held. It was learned that better instruments for judging distances are required and steps are being taken to provide

Subject: War Diary - Month of March 1943.

all stations with same.

7. The Supply Department was particularly busy during March. Military and general stores aggregating 14,627 tons were dispersed to outlying storage areas. This represented an increase of 50% over February. Withdrawals for use aggregated 5,057 tons or a total of 19,684 tons .in and out. Tonnage figures for March totaled 103,114 cubic tons discharged to, and 31,440 cubic tons loaded from, Pearl Harbor. In addition 42,500 cubic tons were handled at Piers 31, 31-A, and 32, the Honolulu Waterfront Annex of the Naval Supply Depot.

8. Fuel storage in this area was decreased by 600,000 barrels by reason of orders from the Navy Department to remove surface tanks 39, 40, and 41, and to render tank #43 inoperative. At this time, underground tank #8 was partially filled with fuel oil. 15 tanks of the underground storage have been completed and 5 remain to complete.

9. Two shipments of scrap to the coast were effected during the month, the first in the Nathaniel Bowditch on 13 March and the second in the Samuel De Champlain on 30 March. The totals were as follows: Rubber, 207 gross tons; tin cans, 189 gross tons; brass, 85 tons; cast iron, 101 tons; prepared and unprepared heavy melting steel, 1080 tons; manila line, 50 tons; rubber covered cable, 58 tons; and scrap aluminum 77,260 pounds.

10. The issue of provisions was greatly accelerated by the increased number of ships in the harbor. Receipts of fresh and frozen provisions continued light as only one vessel, the ULUA, serviced this base. A total of approximately 9,000 tons of dry stores were received, augmenting the critically depleted stocks of tinned fruits and salad oil.

11. On 1 March Commander Edward B. Peterson, previously Executive Officer of the United States Receiving Station, relieved Captain Francis W. Scanland as Commanding Officer, Receiving Station and Aiea Naval Barracks, and Commanding Officer of Enlisted Personnel at the Navy Yard. This command was separated on that date from the Captain of the Yard's duties due to the Commands due to the expansion of both Commands.

May 14, 1943

From: Commandant, Navy Yard, Pearl Harbor, T.H.

To: Commander-in-Chief, United States Fleet.

Subject: War Diary - Tenth of April 1943.

Enclosure: (A) Captain of the Yard's Diary.
(B) Industrial Department Diary.
(C) Supply Department Diary.
(D) Harbor Defense and Security Officer's
Diary.
(E) Receiving Station Diary.

1. The month of April was a busy one for this Navy Yard in the performance of its Mission of serving and supporting the units of the United States Fleet in the Pacific, the Naval Transportation Service, and the Naval Local Defense Forces.

2. The Industrial Department work load was again heavy during April. Among the ships in for repairs were three battleships, six cruisers, a British aircraft carrier, twenty-one destroyers, eight submarines, and numerous smaller craft of the Pacific Fleet and Naval Local Defense Forces.

3. The U.S.S MISSISSIPPI and NORTH CAROLINA, reported last month as arriving for repairs to main propulsion shafting. were completed, the MISSISSIPPI on 5 April and the NORTH CAROLINA on 25 April. The U.S.S. NEW MEXICO arrived on 23 April for urgent dock work, improvement of watertight integrity, and installation of BK and BL radars. The U.S.S. WEST VIRGINIA, sunk on December 7, 1941, raised and docked June 7, 1942, departed on 30 April, all repairs assigned this yard having been completed. The H.M.S. VICTORIOUS, in for improvement of arresting gear, increase of close in armament, and various minor alterations was completed on 11 April.

4. Among the cruisers in for repairs were the U.S.S. PENSACOLA, MINNEAPOLIS, SANTA FE, LOUISVILLE, SAN FRANCISCO, and WICHITA. Repairs to the last four cruisers named were of a minor nature. The PENSACOLA, as noted in the March diary, is

undergoing a complete overhaul and considerable modernization in addition to her battle damage repairs. The MINNEAPOLIS arrived

Subject: War Diary Month of April 1943.

on 2 March, received her new bow and permanent hull repairs incident to battle damage, and left on 11 April.

5. The greater part of the twenty one destroyers mentioned above were in for routine availability, and improvement of close in armament, and the addition of improved radar equipment. The U.S.S. SHAW and AULICK were on the other hand, in for major repairs incurred in grounding. The former arrived on 2 March and is due to be completed on 1 July while the latter arrived 9 April and is due to be completed about 10 August.

6. The righting operations on the OKLAHOMA continued with gratifying results. On 1 April she was moved from 34 degrees 30' list to 28 degrees 30' list. Operations were stopped due to an overload on the driving motors. Between 1 April and 8 April the ship moved from 28 degrees 30' to 25 degrees 30' by flooding starboard blisters and pulling. The pull on 8 April lasted 3 hours and 36 minutes and moved the ship to 15 degrees. On 20 April another pull was made moving the ship to 12°, in which position she rested at the end of the month. The U.S.S. WEST VIRGINIA, one of the most difficult of the salvage jobs in the harbor, passed a very successful post repair trial on 25 April and departed on 30 April after a full speed trial at sea of about 4 hours at 165 rpm, performing as well as on her original speed trials when 167 rpm were made and could have been made here.

7. On April 1, five officers were assigned to the Harbor Entrance Control Post, under joint control of the Army and Navy. This post was put in operation for an indoctrination period on 18 April. On April 3, the Harbor Defense and Security Officer received four thirty foot Livingston Surf Landing Boats to be used as smoke generator boats. Smoke equipment is now being installed. By joint agreement between the Commander Pear, Harbor Group and the Commanding Officer, Naval Air Station, Pearl Harbor, Mine and Bomb Observation Station "Ketol" was moved ashore on 12 April.

8. The Supply Department had another busy month in April. Military and general stores aggregating 11,460 tons were dispersed to outlying storage areas, 20% under last month's total. Tonnage figures for April totaled 136,538 cubic tons discharged to, and 31,528 cubic tons loaded from Pearl Harbor. In addition 73,667 cubic tons were handled at Piers 31,31-A and 32, the Honolulu annex of the Naval Supply Depot, an increase

Subject: War Diary - Month of April 1943.

over March of more than 31,000 cubic tons.

9. Two shipments of scrap to the coast were effected during April, the first in the JOHN A. LOGAN of 10 April and the second in the WILLIAM LLOYD GARRISON on 21 April. The totals were as follows: Unprepared #1 heavy melting steel scrap, 1500 gross tons; prepared #1 heavy melting steel scrap, 750 gross tons and unprepared steel scrap (pipe), 50 gross tons.

10. Shipments of 13,000 tons of dry provisions were received during April, an increase of 4,000 tons over March. This shipment brings subsistence stores on hand to ten month's supply. Two shipments of fresh and frozen provisions were received via the UINA and PLATANO. Air express shipments were on the increase during the month with approximately 18,000 pounds being shipped from the Naval. Supply Depot to the Central and South Pacific areas in this way.

WILLIAM R. FURLONG.

Cominch

5 May, 1943

NAVY YARD
SUPPLY DEPARTMENT

NAVY NUMBER 128 (one two eight)
C/o Fleet Post Office
San Francisco, California

From: The Supply Officer, Navy Yard, Pearl Harbor, T. H.

To : The Commandant, Navy Yard, Pearl Harbor, T. H.

SUBJECT: WAR DIARY.

References: (a) COMINCH Rest. Ltr. FF1/A12-1/A16-3 Serial 299, dated 23 January 1943.

Enclosures: (A) WAR DIARY of the Supply Department, Navy Yard, Pearl Harbor, T.H., dated 1 April to 30 April 1943, inclusive, in quintuplicate.

1. In compliance with reference (a), the War Diary of the Supply Department, Navy Yard, Pearl Harbor, for the period 1 April to 30 April 1943 inclusive, is forwarded for inclusion in the War Diary of the Fourteenth Naval District.
2. Military and general stores aggregating 11,460 tons were dispersed to outlying storage areas during the month. Roughly 20% under last monthly total, this volume nevertheless indicates a greater than normal dispersal of incoming stores. Distribution and issues from these Areas totalled 4,140 tons or an in-and-out volume of 15,600 tons.
3. Activity on Kuahua Island during March continued at a spirited pace. Construction was begun on three new storehouses northeast of the new torpedo stowage building. The newly completed transit area in rear of the Supply Cafeteria has greatly reduced congestion of material and stores while ships are in process of discharging. Existing railroad track between buildings 451 and 452 is now being extended to join with track along the east side of building 475 which will permit more efficient handling of stores. All material formerly in building 415 was moved into buildings 416 and 418 prior to its being razed to provide space for expanded Submarine Base installations. In preparation for the Stores and Accounting division between the Naval Supply Depot and the Navy Yard Supply Department, a substantial amount of material was moved from Yard storehouses to building 475, Naval Supply Depot and retail issues to the Fleet are now being made from the new location.
4. The discharging of ships at Kuahua Island during the past month continued at a most efficient tempo. During the month, six (6) vessels totalling 31,433 weight tons were discharged in 479 hours;

approximately 95 % of the cargo was dispensed to outlying warehouses by the time discharge was completed. Two hundred and two railroad carloads carrying 2,960 tons of material, were used to disperse lubricating oil, clothing and small stores, and ammunition to outlying areas, thereby considerably reducing long hauls by trucks, and materially aiding in the conservation of rubber.

5. Buildings No. 1, 2, 5, and 6 at Salt Lake Storage Area were completed during the past month. The pressing and urgent need for storage space by the Supply Department is borne out by the fact that buildings 1, 2, and 5, before the last nails were driven home, were filled with dry provisions. Construction of the Coffee Roasting Plant, begun in March, is now within 20% of completion; due date is June 1943.

6. Tonnage figures for April cargo operations totalled 136,538 cubic tons discharged, and 31,526 cubic tons loaded, indicating a fairly heavy turnover of stores. The number of tons handled at the newly acquired Honolulu piers, Naval Supply Depot, Pearl Harbor, T.H., amounted to 73,60 cubic tons, a creditable increase in volume over last month by more than 31,000 cubic tons.

7. Two shipments of scrap metal to the West Coast were effected during the month, viz.:

JOHN A. LOGAN - April 10, 1943

Unprepared #1 heavy melting steel scrap	550 gross tons
Prepared #1 heavy melting steel scrap	300 gross tons

WILLIAM LLOYD GARRISON - April 21, 1943

Unprepared #1 heavy melting steel scrap	950 gross tons
Prepared #1 heavy melting steel scrap	450 gross tons
Unprepared steel scrap (pipe)	<u>50 gross tons</u>
	2,300 long tons

The scrap and salvage program is gaining momentum; at present there are

roughly 468,000 pounds of scrap ingots awaiting shipment. An appreciable number of projectiles have been received from the Army and will be shipped to the Coast for scrap and salvage purposes following necessary inspection. Plans are now underway to map off Berth 23 for the receipt, storage and loading of scrap materials in order to fully utilise all available space.

8. There were 220 surveys prepared during the month. The sum of \$1507.14 was realized from the sale of empty beer bottles and a net profit of \$673.78 was made on the sale of grease and bones. An additional

one thousand lifejackets were earmarked for repair. Approximately 150 pounds of loose kapok were turned over to the recreation department of Fort de Russy for the manufacture of chair cushions.

9. During the month, 1,416 lots of household effects were picked up 1,422 lots were packed; 12 lots remained to be packed and 300 applications are on file pending contact by owner.

10. Lumber activity continues in heavy volume at Atkinson Lumber Area, with over 25 million board feet of lumber on hand after almost a 13 million board feet turnover during the months due primarily to the heavy demand of the outlying bases for construction materials.

11. Shipments of 13,000 tons of dry provisions were received during April, bringing subsistence stores on hand to a ten (10) months' supply. Fortunately, storage of these heavy receipts of provisions was provided by the new warehouse facilities at Salt Lake Storage Area. However additional space will be needed to meet the increased demands for ship store stock 14 as directed by the Bureau of Supplies and Accounts, the Naval Supply Depot is to procure ship store stock for all naval activities in the Hawaiian area. At present Building 479 has only storage capacity for 4 months' supplies of Fleet requirements.

12. Heavy demands were placed upon the Supply Depot Clothing Division, especially for winter clothing during the month and the stock of special items is considered critical. Bequest for replenishment will be made of the Bureau as soon as stocks can be inventoried and recent convoy receipts can be checked.

13. Two shipments of reefer cargo were received during the latter part of April via the ULUA and PLATANO. Shipments of fruits and vegetables continued slim with the quality of these perishables far below that of last year. While there is an adequate supply of certain vegetables produced in this area to meet current requirements of shore stations in this Naval District, it will still be necessary to impart sufficient quantities to meet the requirements of Fleet and Outlying Island Bases.

14. Substantial shipments of general and military stores were accomplished in the past month to the following bases:

2 voyages to VERB

2 voyages to HENT

2 voyages to MIID (one via army vessel)

2 voyages to DOLE (Consisting of one YP and one PNAB barge)

1 voyage via LST to MULE, LEFT, ECHO, and EBON.

Voyages were also accomplished via Inter-Island vessels and barges to all Hawaiian Islands. Five hundred drums of commercial gasoline were shipped to

Midway Island. Air express shipments were increasingly brisk during this period; approximately 18,000 lbs. went by air to the Central and South Pacific areas.

15. The Supply Officer, during the greater part of April, was absent from this area while attending logistical conferences in Washington, D. C. The period in Washington was spent as a member of a Joint Logistic Board of Army and Navy officers, to consider means of effecting more thorough cooperation between Army and Navy in the Central and South Pacific Areas in regard to existing supply and logistical problems, especially facilitating exchange of supplies, equipment and services, without reimbursement wherever necessary. It is strongly believed that the conferences held will presage increased coordination in the Pacific Area between both Services.

J. J. GAFFNEY.

1 April 1943

W. W. BURROWS berthed M-3 at 0830.

DD 478 berthed H3 at 1645.

Discontinued NPRA accounts; transferred balances to NSA as of 31 March 1943.

Issued 24,828 barrels fuel to one BB and 1,113 barrels to one DD.

Issued 116 barrels diesel (50) to one SS.

Issued 2,593 barrels diesel (45) to BURROWS.

Loaded one YD, 2,915 barrels.

YOs delivered 4,992 barrels to two ships.

USS WILLIAM WARD BURROWS discharged at M-3 19 W/T of cargo for USMC and 140 W/T of general including scrap which was discharged to barge.

YP-350 at Pier 8, Honolulu discharged 39 W/T of miscellaneous cargo.

SS THORSHAMMER arrived and berthed at M-1, then shifted to B-23 and Yard Riggers discharged 218 W/T of vehicles.

SS JOHN A. LOGAN arrived and berthed at B-23, and Yard Riggers discharged 142 W/T(deck load). Vessel shifted to K-5 and discharged 6,006 W/T of general cargo, 1,138 W/T of ammunition, 200 W/T for contractors, 299 W/T for USMC and 2,826 sacks of mail.

SS OLIVER WENDELL HOLMES arrived and berthed at Pier 32, Honolulu, and discharged 4,069,180 ft. lumber, 169 W/T of plywood and 206 pilings 377,440 ft. for SONYPH.

2 April 1943

A0-47 cleared H-3 at 0730.

W. W. BURROWS cleared M-3 at 0800.

MAKAWELI berthed H-3 a at 0920.

2 April 1943 (Cont.)

Received 97,646 barrels fuel from AO 47.

Issued 1,209 barrels fuel to MAKAWELI and 629 barrels to one DD.

Issued 1,068 barrels diesel to two SS.

Loaded MAKAWELI 8,387 barrels (cargo).

Issued 3,389 gallons symbol 9370 to one SS.

Loaded two YOs, 5,028 barrels.

YOs delivered 5,013 barrels to two ships.

SS THORSHAMMER shifted to Honolulu.

PAB#1 at B-23 discharged 29 W/T of miscellaneous cargo.

SS LURLINE arrived and berthed at Pier 10 and 11, Honolulu, and discharged 86 W/T for contractors, 184 W/T for USMC, 298 W/T of refrigerated cargo, 1 W/T of ammunition, 1,240 W/T of general and 7,411 sacks of mail, Loaded 6 W/T of cargo and 467 sacks of mail.

3 April 1943

DD 406 and 478 cleared H-2 at 0730.

YAC-15 berthed H-1 at 1420.

SS PHILLIPA berthed Coal Wharf at 1815.

Issued 3,621 barrels fuel to three ships.

Loaded one YO, 1,363 barrels.

YOs delivered 2,217 barrels to one DD and NAS.

USS WILLIAM WARD BURROWS shifted to Honolulu.

YP-238 at Pier 35, Honolulu loaded 116 W/T of provisions.

SS LA PLACENTIA arrived and berthed at F-4 and discharged 8 W/T of general cargo.

4 April 1943

Issued 5,309 barrels fuel to three DDs.

4 April 1943 (Cont .)

MAKAWELI defueled 3,045 barrels fuel to Fuel Depot. YOs delivered 192 barrels to YFD#2.

USS KITTY HAWK arrived and berthed at F-1 and discharged 567 W/T of cargo including 49 airplanes.

5 April 1943

KALOLI cleared H-4 at 0830.

HALAWA cleared H-4 at 0930.

Issued 3,615 barrels fuel to two DDs.

Issued 144 barrels diesel (45) to YAC-15.

REBUILDER (ARD) defueled 341 barrels diesel to Fuel Depot.

Loaded one YO, 1,048 barrels.

SS LURLINE departed this date.

SS LA PLACENTIA shifted to M-4 and commenced loading mines and general cargo.

6 April 1943

Issued 1,828 barrels fuel to three DDs.

Issued 1,129 barrels diesel to one SS. USS

KITTY HAWK departed this date. USS

DRACO at B-23 loaded 29 W/T of miscellaneous cargo.

7 April 1943

YP-349 arrived at M-2 And loaded 5 W/T of frozen and chilled provisions, 5 W/T dry provisions and 16 W/T of general cargo. Vessel departed at 1900 this date.

USS NORTH CAROLINA in DD-2 loaded 3 W/T of miscellaneous cargo.

DD 602 and 608 cleared H-3 at 1040.

DD 607 cleared H-4 at 1113.

7 April 1943 (Cont.)

DD 222 berthed H-3 at 1700.

Issued 6,068 barrels fuel to three ships.

Issued 343 barrels diesel to two AMs.

Two vessels defueled 3,816 barrels diesel to Y0-43.

YOs delivered 2,352 barrels to two ships.

8 April 1943

DD 222 shifted berth - H-3 to H-2 at 1520.

SS PHILLIPA cleared Coal Wharf .

Issued 7,533 barrels fuel to one CA.

Issued 1,291 barrels diesel to one SS.

Issued 2,017 barrels diesel (45) to nine ships.

Issued 2,200 gallons symbol 9250 to one SS.

ALLEN defueled 956 barrels fuel to YC-21.

9 April 1943

DD 222 cleared H-2 at 0800.

STRINGHAM berthed H-2 at 1330.

Nine APC's berthed M-1 and 2.SS

LA PLACENTIA berthed M-4 at 1400.

Pumped diesel oil from tank U-2 to U-1 for test.

Issued 4,145 barrels fuel to four DDs.

Issued 569 barrels diesel to one SS.

Loaded two YOs, 4,226 barrels.

YOs delivered 3,567 barrels to three DDs.

SS LA PLACENTIA departed.

YAC-23 at H-1, BaseCompanie discharged 140 W/T of boneless beef.

10 April 1943

AP-1 berthed M-4 at 1130.

STRINGHAM and PARROTT berthed H-2 at 1200.

DD 222 berthed H-2 at 1310.

DD 509 berthed A-2 at 1725.

Issued 4,032 barrels fuel to three DDs and one CA.

Issued 726 barrels diesel to AT-64.

YOs delivered 417 barrels to one DD.

SS JOHN A LOGAN at B-23, loaded 250 gross tons of prepared scrap steel, 550 gross tons of unprepared scrap steel, 39 W/T of gun mounts and 45 W/T of general cargo. Departed this date.

USS HENDERSON arrived and berthed at M-4. Discharged 655 W/T of various cargo and 59 sacks of mail. Loaded 403 W/T of pineapples, 229 W/T of general and 715 sacks of mail.

USAT COMET at M-3. Base Companies loaded 702 pcs. miscellaneous 25 pieces of baggage.

11 April 1943

DD 509 cleared H-2 at 0730 this date.

DD 218 cleared H-1 at 0645 this date.

Issued 597 barrels fuel to one AM.

Issued 584 gallons symbol 2,250 to one 38.

Two DDs defueled 2,064 barrels fuel to YO-21.

Barge BC-166 towed by the USAT WILL H. POINT arrived to discharge at Kewalo 175 W/T of steel plates for SONYPH.

USAT COMET at M-3. Departed this date.

12 April 1943

DD 218 cleared H-2 at 1200.SS

DEROCHE berthed M-3 at 1220.

AP-1 cleared M-4 at 1400.

12 April 1943 (Cont.)

Issued 99 barrels fuel to one DD.

Issued 32 7 barrels diesel to two SSG.

Issued 782 gallons symbol 9250 to one SS.

PYc 585 defueled 205 barrels diesel to Fuel Depot.

YOs delivered 1,569 barrels to two ships.

USS HENDERSON departed this date.

SS DE ROCHE arrived and berthed at M-3 and discharged 1,000 drums of lube oil symbol 1100.

SS PATRICIA SKAKEL arrived and berthed at W.L. and discharged one plane, 453 W/T of dynamite and caps for PHAB.

SS WILLIAM LLOYD GARRISON arrived and berthed at B-23 and Yard Riggers discharged 138 W/T (dock load), Vessel shifted to K-5 to discharge 32 W/T for USMC, 669 W/T for contractors, 382 W/T of ammunition, 6,876 W/T of general cargo and 2,222 sacks of mail.

SS NATHANIEL BOWDITCH arrived and berthed at P-29, Honolulu and discharged 2,524 W/T of cargo for the 56th, 59th and 62nd C.B.

SS JOHN PAUL JONAS arrived and berthed at P-32, Honolulu and discharged 3,356,877 ft. lumber for SONYPH.

SS JAMES OTIS arrived and berthed at P-2, Honolulu and discharged 4,455,000 ft. lumber for SONYPH.

13 April 1943

KUKUI berthed H-2; cleared at 1330.

SS PATRICIA SKAKEL. berthed M-4 at 1330.

Issued 639 barrels fuel to two ships.

Issued 1,112 barrels diesel to three SSs.

Issued 208 barrels diesel (45) to two ships.

YOs delivered 786 barrels to two ships.

14 April 1943

MAKAWELI berthed H-4.

14 April 1943 (Cont.)

CL berthed M 1-2 at 1340.

Issued 34,293 barrels fuel to five ships.

Issued 105 barrels diesel (45) to one CL.

MAKAWELI defueled 737 barrels fuel to Fuel Depot.

Loaded two YOs, 5,732 barrels.

YOs delivered 3,228 barrels to three DDs.

SS PATRICIA SKAKEL shifted to M-4 to resume discharging
241 W/T of ammunition, 131 W/T for contractors, 65 W/T for USMC, 5,485
W/T of general cargo and 1,359 sacks
of mail.

15 April, 1943

Cleared M1-2 at 0750.

DD 477 berthed H-3 at 1430.

Issued 6,924 barrels fuel to three DDs.

Issued 276 barrels diesel (45) to two ships.

Loaded three YOs, 11,201 barrels.

YOs delivered 7,442 barrels to one CA.

16 April, 1943

PRINGLE cleared H-3 at 0730.

CONVERSE cleared H-2 at 0800.

GARFIELD berthed M-3 at 1000.

MIDWAY berthed M-1 at 1330.

ERROL berthed M-2 at 1415.

Issued 1969 barrels fuel to three ships.

Loaded two YOs, 5,090 barrels.

YOs delivered 6,094 barrels to four ships.

16 April 1943. (Cont-)

SS SEA BASS arrived and berthed at B-23. Base Companies and Yard Riggers discharged dock load, 246 W/T of heavy lifts. Shifted to K-3 and discharged 305 W/T of U5MC cargo, 448 W/T of contractors' cargo. 478 W/T of ammunition, 8,732 W/T of general cargo and 1,323 sacks of mail. This vessel discharged the heaviest load of cargo ever brought in Pearl Harbor - a total of 10,479 weight tons.

USS KENMORE arrived and berthed M-3 for personnel to disembark and also discharged SEA,BASS' personal gear. Base Companies reloaded this personal gear aboard the USAT ARROW and USS MIDWAY berthed at M-1 and M-2. USS KENMORE shifted to K-8 and discharged 480 W/T of general cargo, 3 W/T for USMC, 123 W/T of reefer cargo for the GMC and 2,567 sacks of mail.

Loaded 104 W/T of general cargo and 358 sacks of mail. Reshifted Irma K-8 to M-3 for passengers to go aboard.

YF-269 at Pier 23, Honolulu loaded 55 W/T of provisions.

17 April, 1943

MCFARLAND berthed H-3 at 0845; cleared at 1445.

SS PATRICIA SKAKEL cleared M-4 at 1700.

Issued 10,218 barrels fuel to five ships.

Issued 1,358 barrels diesel (50) to two ships, and 381 barrels (45) to LST-348.

Issued 6,785 gallons symbol 9250 to three ships.

Loaded two YOs, 6,006 barrels.

YOs delivered 9,744 barrels to Allied CV.

SS PATRICIA SKALEL finished discharging at M-4 and at 1630 shifted to West Loch and loaded 1,028 W/T of empty ammunition containers.

219 W/T of salvaged ammunition.

18 April, 1943

USS KENMORE sailed at 1215.

GARFIELD cleared M-3.

Issued 437 barrels fuel to one DD.

Issued 3,329 barrels diesel (50) to two SSs.

YOs delivered 724 barrels to one DD and 219 to HELLGATE.

19 April, 1943

WHALE berthed #2 at 0820; cleared at 1340.

Issued 15,757 barrels diesel (50) two ships and 1,041 barrels (45) to KAULA.

Issued 8,168 gallons symbol 9370 to one SS.

MALANAO defueled 709 barrels fuel to YO-30.

SS PATRICIA SKAKEL shifted from M-4 to Honolulu at 0800.

SS ALBERTA arrived and berthed at Pier 31, Honolulu and discharged PHAB cargo.

20 April 1943

ASS-3 cleared H-2 at 0730.

Issued 15,976 barrels fuel to one BB.

Issued 239 barrels diesel (45) to two ships.

YOs delivered 114 barrels to one DD and 715 barrels to Hawaiian Electric Co.

SS YOUNG AMERICA arrived and berthed at B-12. Base Companies and Yard Riggers discharged one (1) 65 ton locomotive, 4 flat cars weighing 23 W/T and 1,076 sacks of mail. Vessels shifted to Honolulu for discharging 2922 W/T of misc. steel for SONYPH and the balance of the cargo for PNAB including 18,480 cases of dynamite.

21 April 1943

SS YOUNG AMERICA cleared H-3 at 0750.

Two SS's defueled 791 barrels diesel to fuel Depot.

SS WILLIAM LLOYD GARRISON departed this date.

Finished discharging SS SEA BASS and loaded 486 sacks of Navy mail.

SS H.T. HARPER arrived and berthed at Kaneohe Bay and

discharged 1,000 drums of lube oil.

SS W.W. IRISH berthed at Pier 30, Honolulu and discharged 400 drums of lube oil symbol 1100.

USS KERN arrived and berthed at H-4 and discharged 400 drums lube oil symbol 1100.

Loaded 129 W/T of various cargo.

22 April 1943

AGS-3 cleared H-2 at 0745.

OG-13 berthed H-1 at 1145.

AOC-2 berthed H-3 at 1430.

Issued 712 barrels fuel to AT-13.

Issued 508 barrels diesel (50) to one SS.

Issued 550 gallons Symbol 9250 to one SS.

Two DDs defueled 1,121 barrels fuel to YO-30.

Loaded one YO 3,612 barrels.

YOs delivered 2,546 barrels to two DDs.

23 April 1943

AGS-3 cleared H-2 at 1400.

Issued 399 barrels diesel (45) to two ships.

YOs delivered 1,470 barrels to two DDs.

24 April 1943

SHENANDOAH berthed M-4 at 0900.

DD 477 berthed H-3 at 1530.

YOs delivered 1,741 barrels to one DD.

SS SHENANDOAH at M-4. Base Companies loaded 79 W/T empty drums of lube oil

25 April 1943

DD477 cleared H-3 at 0810.

SHENANDOAH cleared M-4-4 at 0940.

ULUA berthed M-1 at 1215.

One BB defueled 3,247 barrels fuel to YO's.

Loaded two YOs, 3,789 barrels.

YOs delivered 1,788 barrels to one DD.

SS ULUA arrived and berthed at M-1 and discharges 811 W/T of

25 April 1943 (Cont.)

frozen provisions, 1,069 W/T of fresh provisional 335 W/T of boneless beef for the FSCC and 940 sacks of mail. Loaded 36 W/T of H/H Goods, 14 W/T of USMC cargo, 35 W/T of NAS cargo, 34 W/T of empty torpedo boxes, 22 W/T of general cargo and 741 sacks of mail.

26 April 1943

AGS-3 cleared H-2 at 0730.

TILLAMOOK berthed Coal Wharf' at 1205 and cleared at 1530.

OG-13 cleared H1 at 1530.

Received 30,864 barrels diesel (50), 148,773 gallons symbol 9250 and 104,976 gallons symbol 9370 from SHENANDOAH.

Issued 315 barrels diesel (45) to PC 588.

One BB defueled 3,882 barrels fuel to YO-21.

YOs delivered 4,168 barrels to BARNES.

LST-463 at K-7, Base Companies loaded 518 W/T of cargo for COMAIRPAC. Departed this date.

USS KARN departed this date.

27 April 1943

Issued 3,656 barrels fuel to three ships.

Issued 211 barrels dieel (50) tto one SS and 258 barrels (45) to PY0-17.

Issued 2,500 gallons symbol 9250 to one SS.

YOs delivered 334 barrels to one DD.

SS PLATANO arrived and berthed at K-8, discharged 1,095 W/T of frozen provisions, 1,168 W/T of fresh provisions, 122 W/T of dry stores, 2 W/T of general, 123 W/T of vehicles (deck load), 15 W/T of frozen provisions for HARATU,, 180 W/T of frozen provisions for ARMY, 103 W/T of special cargo and 1,296 sacks of mail.

28 April 1943

ULUA cleared M-1 at 1300.

DD-470 berthed H-3 at 1350.

Issued 14,560 barrels fuel to five ships.

Issued 239 barrels diesel (50) to one SS.

28 April 1943 (Cont.)

Loaded one YO, 1,069 barrels.

YOs delivered 1,055 barrels to three ships.

SS ULUA departed this date.

29 April 1943

DD 470 cleared B-3 at 0800.

DD 477 cleared R-3 at 0900.

DD 477 berthed H-3 at 1545.

Issued 5028 barrels fuel to four DDs.

Issued 3,500 gallons symbol 9250 to one SS.

Loaded one To, 3,783 barrels.

YOs delivered 574 barrels to Hawaiian Electric Company.

30 April 1943

Issued 3,362 barrels fuel to two DDs.

ROBIN defueled 1,126 barrels fuel to YO-23.

May 1, 1943

WJS/CMM

SECRET

From: The Captain of the Yard.
To: The Commandant, Navy Yard.

Subject: War Diary, April 1943.

April 1.

The following officers have been assigned to the Harbor Entrance Control Post:

W. S. KANAKANUI, Lt. Comdr., USN
T. C. JOHNSON, Jr., Lt. Comdr., USNR
E. F. BAUER, Lt. Comdr., USNR
S. H. HARRISON, Lieut., USNR
R. W. DINSMORE, Lieut., USNR

April 2.

No remarks.

April 3.

Received four (4) thirty (30) foot Livingston Surf Landing Boats to be used as Smoke Generator Boats. Equipment is now being installed.

April 4.

Ensign David T. Pietsch, D-V(S), USNR, and Lt. (JS) Stephen T. Boretsky, D-V(S), USNR, detached for duty with minecraft.

April 5. No remarks.

April 6. No remarks.

April 7. No remarks.

April 8. Two fifty (50) caliber guns, on building #415, Magazine Island, were dismounted.

May 1, 1943

Subject: War Diary - April 1943.

April 9.

No remarks.

April 10.

Ensign G. L. Morrison, D-V(G), USNR, detached for sea duty.

April 11.

No remarks.

April 12.

Mine and Bomb Observation Station "Ketol" moved to a new location on the shore, in accordance with letter dated March 21, 1943 from Commander, Pearl Harbor Group, to Commanding Officer, Naval Air Station, and letter dated April 6, 1943, from Commanding Officer, Naval Air Station, to Commander, Pearl Harbor Group.

April 13.

No remarks.

April 14.

No remarks.

April 15.

No remarks.

April 16.

No remarks.

April 17.

West end of Loop #5 was folded back to permit dredging operations at the Iroquois Point dock.

April 18.

Harbor Entrance Control Post was put into operation for an indoctrination period.

April 19.

No remarks.

May 1, 1943

Subject: War Diary - April 1943.

April 20.

No remarks.

April 21.

No remarks.

April 22.

No remarks.

April 23.

No remarks.

April 24.

Received seven portable hydrophones for use on Sound Boats.

April 25.

No remarks.

April 26.

No remarks.

April 27.

No remarks.

April 28.

H.P. 23, fifty foot motor boat, Hull No. 10030, Engine No. DD539, and H.P. 8, forty foot motor boat, Hull No. 11092, Engine No. DD208, were surveyed as being unfit for further use.

April 29.

No remarks.

April 30.

No remarks.

F. W. SCANLAND

May 1, 1943

IN REPLY

REFER TO: U. S. NAVAL RECEIVING STATION
NAVY YARD, PEARL HARBOR, T. H.

NAVY NUMBER 128 (ONE TO EIGHT)

From: The Commanding Officer.

To: The Commandant, U.S. Navy Yard, Pearl Harbor T. H.

Subject: War Diary - U.S. Naval Receiving Station, tic
Navy Yard, Pearl Harbor, T.H., and U.S.
Naval Receiving Barracks, Aiea, T.H.,
for period April 1-30, 1943.

Reference: (a) District Order No. 2-42.

1. In accordance with reference (a), the subject activities' War Diary
for the month ending April 30, 1943, is submitted:

April 1 - 30, 1943, inclusive:

(a) Routine handling of large-draft of men.

E.R. PETERSON.

Subject: War Diary - Month of May 1943.

5. Of the fifteen destroyers mentioned in paragraph one, only three were in for lengthy repairs. These were: U.S.S. AULICK, SHAW and GRAYSON. The first two were in for repairs incident to grounding and the latter for extensive machinery work. The remainder were for the most part, on short notice available only for voyage repairs, improvement of close in armament, and the installation of additional radar equipment. With the exception of the U.S.S. HADDOCK, severely depth-charged on last patrol the submarines went to the Yard were in for routine operational repair and maintenance work.

6. Salvage operations during May were less spectacular than in March and April but much was accomplished. The U.S.S. OKLAHOMA, in the 12 degree position at the first of the month was moved to 4 degree 30' in two pulls. The first of these was undertaken on 6 May at which time she moved to 10°30'. The second was undertaken on 20 May and ended with the ship at 4°30'. In both cases pulling had to be stopped due to excess loads on winches and hauling parts. It is planned to make one more pull to bring the vessel to an even keel prior to raising. Preliminary operations for righting the U.S.S. UTAH, in the manner as the OKLAHOMA, are proceeding satisfactorily.

7. Operations in the U.S.S. ARIZONA are confined to the removal of turrets 2, 3, and 4 and the removal of all accessible scrap. On the first of May twenty 40 mm guns were delivered to the Pearl Harbor Group, exclusive of 16 assigned to the Naval Air Station, Pearl Harbor, and were assigned as follows: West Loch 2, Submarine Base 2, Fleet Camera Part Kuahua Island 2, Section Base, Bishop's Point 2, Harbor Pat Base, Pearl City 2, Construction Battalion (Aiea) 4, Marine Barracks 1, and Navy Yard 5. These guns are being manned Casual Crews consisting of service personnel. On May second four Livingston Surf Boats, each equipped with smoke generating apparatus, were received. On May 5 a Mack 1,000 G.P.M. fire engine was received and added to the existing equipment of the Navy Yard Fire Department. On May 16th, one forty foot motor boat was received and added to the Harbor Patrol under the designation HP12. During the month 5 First Aid and Gas Decontamination Stations were completed and turned over to the Navy Yard for use and maintenance.

8. The Supply Department was increasingly active during May. Military and general stores aggregating 20,421 tons

Subject: War Diary - Month of May 1943.

were dispersed to outlying storage areas during the month while issues from these areas, for use, amounted to 6,992 tons, or a turnover of 27,413 tons, as compared to last month's 15,600 tons. The total volume of stores distributed to and issued from these areas proved to be the largest in this activity's history. In preparation for the division of stocks between the Naval Supply Depot and the Navy Yard Supply Department, continued large amounts of Supply Depot material were moved from Navy Yard storehouses to Kuahua Island buildings. Approximately 45% of such material been transferred; the balance will be moved by July 1. Concurrently, Industrial stores have been moved from Depot warehouses into the Navy Yard storehouses.

9. Four shipments of scrap metal to the West Coast were effected during May:

U.S.S. HENDERSON	6 May;
U.S.S. WILLIAM MACARTHUR,	10 May;
U.S.S. OLIVER WENDELL HOLMES,	14 May;
and the U.S.S GLENN CURTIS,	29 May.

totals were as follows:

Brass,	510,000 pounds;
cast iron,	765 tons;
unprepared #1 heavy melting scrap steel,	600 tons;
prepared #1 heavy melting scrap steel,	1420 tons;
unprepared scrap steel (pipe),	100 tons;
tin cans,	11 tons;
rope,	41 tons;
rubber,	63 tons;
tires and tubes,	41 tons;
and aluminum,	28 tons.

10. Extraordinarily large receipts of lumber occurred during the month at Atkinson Lumber Area, swelling the total to 36 million board feet by the end of May. Continued sizeable shipments of general and military stores to Central and South Pacific areas by air and water prevailed. For project HURL, over 1900 tons of aircraft landing mats, roofing paper and miscellaneous equipment were shipped at the direction of CincPac.

There were three large shipments made to VERB; two to GIFT, and one to KENT. Air express shipments during May totalled 20,000 pounds, exceeding by almost 2,00 pounds the amount shipped during April to Pacific Bases.

WILLIAM R. FURLONG.
CC: Com14.

July 14, 1943

From: Commandant, Navy Yard, Pearl Harbor T.H.
To : Commander-in-Chief, United States Fleet.

Subject: War Diary - Month of June 1943.

Enclosure: (A) Captain of the Yard's Diary.
(B) Industrial Department Diary.
(C) Supply Department Diary.
(D) Harbor Defense and Security Officer's
Diary.
(E) Receiving Station Diary.

1. During the month of June the following ships were in the Navy Yard either for routine repairs and alterations or for repairs to battle damage: one battleship, two aircraft carriers, one cruiser, thirteen destroyers, four submarines, and a great number of smaller units of the fleet and Naval Local Defense Force.
2. The U.S.S. WASHINGTON, arriving 31 May, was on twelve hours notice at the end of June. In the time available she had extensive work accomplished, including the replacement of four 1.1" mounts with 40 mm quads, and considerable hull work. The outboard stern tube bushings for #2 and #3 shafts were found in the same condition as those in the NORTH CAROLINA, previously reported. Other work included repair of brickwork on boilers and the installation of an additional search radar.
3. The U.S.S. ENTERPRISE returned to the Yard on 10 June for repairs to catapult and A.A. Battery and was on 24 hour notice at the end of the month. By this time the above repairs were completed and many less urgent repairs were progressing rapidly. The U.S.S. ESSEX arrived on 12 June for the relocation of 4-20 mm mounts and the rewinding of synchro generator, This work was completed on 22 June and the ship departed.
4. The U.S.S. PENSACOLA, here since 27 January for repairs to battle damage and scheduled for completion on 31 July progressed Satisfactorily during June. Due to

Subject: War Diary - Month of June 1943.

severe hull damage as a result of her torpedo hit aft extreme care was necessary in aligning her propeller shafts. This necessitated several dockings and undockings, The degree of completion of major jobs at the end of the month was as follows: paravane booms 60%, fabrication of new mainmast 80%, magazine sprinkling systems 95%, damaged area piping 60%, repairs to outboard bearings 90%, repairs to battle damaged machinery 55%, and repairs to #3, 8" turret and ammunition hoist 65%.

5. Of the thirteen destroyers mentioned, three were in for lengthy repairs, These were: U.S.S. AULICK, SHAW, and GRAYSON. The first two were in for repairs incident to grounding and the latter for extensive machinery work. The U.S.S. LARDNER and HUTCHINS were in for 2 and 3 weeks respectively for extensive alterations. The remaining 8 destroyers were, for the most part, on short notice available only for Voyage repairs, improvement of close in armament, and the installation of additional radar equipment. Two of these, the U.S.S. HUTCHINS and ANTHONY, returned after a few days at seas the ANTHONY for additional voyage repairs and the HUTCHINS for extensive damage repairs as a result of an accident involving the firing of #3-5"/38 gun through #2 stack. This stack was replaced by the similar stack from the AULICK. It was also necessary to replace two Mk. 51 directors and the standard compass. Test and inspection of #2 and #3 boilers disclosed no damage. The were 12 men killed as result of firing into HUTCHINS stack caused by faulty train cut out.

6. The U.S.S. HADDOCK and TULLIBEE were in for repairs incident to depth charging, TARPON and PIKE for routine repairs common to all submarines making long and frequent patrol without relief. The HADDOCK was completed on 15 June and the PIKE on 24 June, after which they left the Yard.

7. Salvage operations during June were not spectacular but a great deal was accomplished. On 16 June the U.S.S. OKLAHOMA, with a 4°30' list reached on 20 May, was hauled to a 2°10' list before the multiple strap connecting tackle #17 to barbette #3 carried away. At this time

Subject: War Diary - Month of June 1943.

the load on other tackles was approaching the limit. It has been decided to hold the ship at this angle since is considered satisfactory in the installation of patches. Preliminary operations for righting the U.S.S. UTAH, in the same manner as the OKLAHOMA, are proceeding. Operations in the U.S.S. ARIZONA were confined to the removal of turret #2 and all available scrap.

8. On the first of June Detection loop #1-B in the channel was removed from service due to failure of its loop cable. This is the last of (8) loops which were installed around December 7, 1941, and it is questionable whether it can be repaired. The functions of this loop have been taken over by loop #2 which was relaid in February of this year. On 15 June the installation of two panels of surface net between the gate vessel and fixed obstruction at Fort Kam was completed forming a gate at Pearl Harbor Main Entrance. On the same day the placement of new single line 40' surface nets at drydocks #1 and #4 was completed.

9. On June 22nd, the following net installations were completed: A new concussion baffle at Drydock #2, forming inner line of protection and replaying non-surface net; SW permanent mooring at F-9 with a portable SW mooring to facilitate clearing the berth; a new outer seven panel 40' surface net at Drydock 2, replacing a non-surface net and a new outer 3-1/3 panel 40' surface net at Drydock replacing non-surface net. On June 29th permanent mooring; at berth Cast 3, west side, were replaced by portable ings to improve flexibility and make the net installation available for other uses.

10. The Supply Department was active in June, the workload being increased by the task of dividing the existing stocks between the Naval Supply Depot and the Yard Supply Department. This task was completed one week ahead of the scheduled date of 1 July and approximately 3500 large truck loads of stores were moved in effecting the division Military and general stores aggregating 12,693 tone were dispersed to outlying storage areas-during the month while issues from these areas amounted to 8,623 tans for a turnover of 21,316

Subject: War Diary - Month of June 1943.

toms. Tonnage figures for June cargo operations totalled 184,292 cubic tons discharged and 141,792 cubic tons loaded, an increase over May of 107,000 cubic tons.

11. Three shipments of scrap metal and rubber were made during June:

S.S. WILLIAM LLOYD GARRISON, 7 June

S.S. AMY LOWELL, 17 June;

and S.S. JAMES M. WHISTLER, 27 June.

The totals shipped were as follows:

steel pipe, 200 gross tons; rubber, 170 gross tons; unprepared #1 heavy melting steel scrap, 1425 gross tons; prepared #1 heavy melting steel scrap, 1534 gross tons; brass, 26 gross tons tin cane, 8 gross tons; and rubber covered cable, 6 gross tons.

12. Shipments to the South Pacific and other out-lying bases by air and surface continued to be heavy. Two LST's were loaded for the South Pacific, three ships loaded for Midway, two for Johnston, and two for Palmyra, Numerous shipments to other islands of the Hawaiian group were completed via both commercial and Navy transportation.

13. A board headed by Rear Admiral Carleton Wright and composed of officers from various bureaus of the Navy Department arrived the latter part of Arne to inspect various matters in the District. Particular attention will be paid to stock levels, housing, transportation, civil personnel and the need for proposed new shore station construction. Their conferences, supplemented by field inspection tours, commenced on June 23rd and will continue until mid-July. It is hoped that, through the services of the Board, many problems facing the Commandant will be made clearer in the minds of those Department officers concerned with assisting in their solution.

14. Transmission of this letter by Registered (air) Mail within the domestic postal system of the United States is necessary and is therefore authorized by the originator,

R. M

WILLIAM R. FURLONG.

CC: Com14.

Subject: War Diary - Month of July 1943.

follows: alteration of 40mm hoist, 70%; 5' A.A. hoists, 45%; rearrangement of new gasoline system, 48%; installation of 6-40 mm quads, 95%; repair of #3-8 inch triple mount, 85%; wiring of same turret and installation of ordnance motors, 20%; and foundation ring for #3-8" mount, 60%.

4. Of the eleven destroyers mentioned above, four were in for lengthy repairs. These were: U.S.S. AULICK, SHAW, GRAYSON, and CHEW. The first two were in for extensive repairs incident to grounding and the other two for extensive machinery work. The U.S.S. CHEW had #2 boiler retubed; blowers overhauled, #2 induction gear overhauled and various fuel, lubricating oil, and fire and bilge pumps. The U.S.S. GRAYSON returned to the Yard after salt water was discovered in the forward lube oil sump, a repetition of past performance and a condition which will be corrected promptly. The other seven destroyers were in for voyage repairs under restricted availabilities.

5. The submarines TARPON, TRIGGER, and TULLIBEE, arriving on 24 May, 29 June, and 31 May respectively were in for major overhaul after many months on war patrol interrupted only by short periods of restricted availability. The U.S.S. PADDLE, PIKE SNOOK, and SUNFISH were in for periods varying from one day to ten days for minor hull and machinery repairs.

6. Salvage operations during July were of a routine nature as preparations for the salvage of the three remaining ships progressed. Work in the U.S.S. OKLAHOMA, last reported at 2 degrees list to port, was confined to preparations for floating while the work on the UTAH paralleled the early work preparatory to righting the OKLAHOMA. Operations in the U.S.S. ARIZONA were limited to the removal of additional scrap and the readying of turret II guns for lifting.

7. The most important development of the month by the Harbor Defense and Security Officer (Captain of the Yard) was the commissioning, on July 19th, of the Gamewell Fire Alarm System covering the Pearl Harbor Group of the Naval Local Defense Forces. The increase in the efficiency of the fire-fighting organization and hence in the Security of the Group is felt to be most important. As of 31 July

Subject: War Diary - Month of July 1943.

nine (9) 40 mm guns had been delivered; 2 to the Harbor Patrol, 2 to the Submarine Base, 2 to West Loch Ammunition Depot, 2 to the Section Base, Bishop's Point, and one to the Navy Yard Marine Detachment.

8. The event of most importance in the Supply Department was the official establishment, on 19 July of the Naval Supply Depot as an activity separate from the Navy Yard Supply Department. Effective with the date of the separation the Naval Supply Depot will supply the Fleet while the Yard Supply Department will supply the Navy Yard, including, of course, the material used in the repair of ships in the Navy Yard.

9. Transmission of this letter by Registered (air) Mail within the domestic postal system of the United States is necessary and is therefore authorized by the originator.

WILLIAM R. FURLONG.

CC: Com14.

September 17, 1943

From: Commandant, Navy Yard, Pearl Harbor, T.H.

To : Commander-in-Chiefs United States Fleet

Subject: War Diary - Month of August 1943.

Enclosure: (A) Captain of the Yard's Diary.

(B) Industrial Department Diary.

(C) Supply Department Diary.

(D) Harbor Defense and Security Officer's .

Diary.

(E) Receiving Station Diary.

1. During the month of August the following types and numbers of ships were in the Navy Yard either for routine repairs and alterations or for repairs to battle damage: one battleship, five aircraft carriers, four cruisers, sixteen destroyers, eleven submarines, and a large number of smaller units of the Fleet and Naval Local Defense Force.

2. The U.S.S. INDIANA, arriving 9 August, was on 48 hour notice for minor engineering and radio repairs which were completed on 21 August. Of the five aircraft carriers in the Yard, none was in for more than minor repairs and one, the H.M.S. VICTORIOUS was in just two days for voyage repairs.

The U.S.S. ESSEX, arrived on 19 July for firemain overhaul, superheater baffle alterations and for modification of 20 mm and 40 mm mounts; completed on 3 August.

The U.S.S. YORKTOWN arrived on 31 July for alteration of superheater baffles, installation of 12 battle alidades, and 5 additional 20 mm. guns (a new total of 60).

The U.S.S. PRINCETON arrived on 12 August and departed on 22 August after modification of forward gas tanks and voids and alterations alterations of superheater baffles.

The U.S.S. LEXINGTON arrived on 16 August for modification of her island structure, installation of 5 additional 20 mm and alteration to superheater baffles. In all 4 of these carriers, alterations to the superheater baffles of all boilers were necessary.

Subject: War Diary - Month of August 1943.

3. Of the four cruisers in the Yard, the U.S.S. PENSACOLA arriving 27 January, was the only one in for major battle damage repairs and major overhaul. At the end of August all jobs in her were proceeding satisfactorily. The new completion date, 1 October, is dependent upon the arrival of mk. 33 directors from the mainland.

The U.S.S. HONOLULU arrived on 16 August to receive a new bows fabricated prior to her arrival. At the end of August the work was proceeding ahead of schedule and she was to be completed on 2 September.

The U.S.S. MOBILE and NASHVILLE were in for 2 and four days respectively, the former for a radar antenna, the latter for repacking of her rudder post.

4. Of the 16 destroyers mentioned above, three were in for lengthy repairs. These were: U.S.S. AULICK, SHAW and GRAYSON. The first two were in for extensive hull repairs incident to grounding and the other for extensive machinery work. As reported last month the U.S.S. GRAYSON returned after prior completion because of salt water in the lub oil system, a condition since corrected. She departed on 11 August. The other thirteen destroyers were in for short periods of availability in which much hull, ordnance, and engineering work was accomplished.

5. Six of eleven submarines reported in paragraph one were in for extended overhauls. The U.S.S. SCORPION, arriving on 20 August, was in for major hull repairs to damage incurred in grounding on a reef. The other five of these were in for overhaul, necessitated by the strain of numerous extensive patrols. The remaining five submarines were in for minor repair work which was accomplished without delay.

6. Since the completion of the righting of the U.S.S. OKLAHOMA in June, salvage operations have been confined to the laborious but necessary work in preparation for the final floating of two of the remaining units. Work in the OKLAHOMA continued without interruption and plans are being made to dock her in October. The rigging and

Subject: War Diary - Month of August 1943.

underwater work essential to the righting of the UTAH proceeded without delay. No date has been set for the first pull. Work in the U.S.S. ARIZONA was confined to removal of guns from turret #2.

7. In order to provide adequate protection for the maximum number of ships with the materials on hand, a system of anti-torpedo netting has been adopted which provides for 35 berths at one time. This requires the use of both "fixed" and "flexible" nettings.

8. Six 40mm guns were delivered to the Pearl Harbor Group as follows:

2 to Ship Repair Unit, 2 to Aiea Naval Barracks,
1 to 62nd Construction Battalion,
1 to Degaussing Station, Beckoning Point.

This brings the total issued to 15, nine having been issued in July.

9. Activity in the Supply Department continued at a brisk pace during the month of August, augmented by an unusually heavy flow of incoming Stores and by the large volume of material issued in satisfying the needs the several task forces present in Pearl Harbor. The salvage conservation program of the Navy Yard continued with large quantities of greens and edible garbage being sold. A negotiated contract is being prepared for the sale of sludge oil recovered from various sources, The salvage and reuse of all empty wooden food boxes and crates among the commissary activities in the Navy Yard has been instituted.

10. Transmission of this letter by Registered (air) Mail within the domestic postal system of the United States is necessary and is therefore authorized by the originator.

WILLIAM R. FURLONG.

CC: Com14.

5 January , 1943

OKLAHOMA

(1) Diver closed upper end of 5" ammunition hoist in casemate #1 upper deck to prevent escape of air as ship rolls. (2) Divers continued work toward rigging centering bridle on rudder. (3) Working through airlock #4, smoothed edges of access hole between #5 and #3 boiler rooms by chipping, removed portable plate for access to blower room, and prepared 3rd deck armor grating in #3 blower room, and prepared 3rd deck concrete. (4) Installed blanks to seal access hatches #5 and #7 in bottom of ship. Continued installation of air lines aft for control of pressure in the various sections of air bubble. (5) X72 continued work on 3" pendants. (6) Pacific Bridge Company reeved tackle #21, thus completing this operation on all tackles; prepared bents #1, 2, and 21 for lifting for erection on ship; dredged between ship and shore to obtain necessary depth of water for lighter P.H.D. #1; and continued reducing quay F-5-N. Note: Heavy rains and mud are interfering considerably with operations both on Ford Island and at location in which bents were assembled.

ARIZONA

(1) Divers continuing cutting scrap metal forward. (2) Divers continued cutting girders to free Turret #2 top plates for removal. (3) Removed about 15 tons of scrap steel principally from conning tower foundation. Continued drilling cut bolts in top plates of Turret #2. (4) Continued pumping Turrets #3 and #4. Representatives of Planning and Design Sections visited ship to take data as basis for design preparations for removal of Turrets #3 and #4.

UTAH Commenced preparations for salvage operations and accomplished following work:
(1) Painted frame marks on bottom of ship. (2) Constructed floating walkway from ship to quay F-11-N.
(3) Constructed temporary shelter and installed telephone. (4) Installed boat landing, float.
(5) Examined plans and bottom of ship to select locations for holes for access and for removal of fuel oil.

POCO??KE Arrived Berth 17.

USAT ???????
Undocked Floating Dry Dock YFD2, completed and departed.

PRESTIGE Completed and departed.

6 January, 1943

OKLAHOMA (1) Divers installed wood blank over large ventilation trunks from engine room on main deck, frame 96, starboard, by means of hook bolts. (2) Maintained pressure in all sections of air bubble. Working, through airlock #4, completed pouring concrete to seal #3 blower room intake armor grating. (3) Continued laying piping from air bubble control aff. (4) X72 continued work on 3" pendants. (5) Pacific Bridge Company continued reduction of quay F-5-S and preparing to reduce F-5-N. Continued minor dredging between ship and shore to obtain sufficient water for moving barge.

ARIZONA (1) Continued drilling out bolts in top plates of turret 2. (2) Continued cutting scrap steel under and above water forward of frame #78. Removed some scrap steel from conning tower foundation, not yet weighed. (3) Continued pumping turrets #3 and #4 to aid in investigations being made from plans and by diving as to feasibility of closing W/T and unwatering gun chamber of turret #2.

UTAH (1) Constructed floating walkway for use to F-11-S. (2) Covered four (4) Access holes at Frame #32 (2) Frame #43, and Frame # 47. (3) Constructed latrine on F-11-N. (4) Secured lighter YS#88 on starboard side amidship for use as service barge. (5) Continued cleaning ship's bottom in way of prospective operations.

REGULUS Docked, Floating Dry Dock YFD2.

BREESE Completed and departed.

TUNNY Undocked DD#3, completed and departed.

HUMPHREYS Arrived Berth 12 for repairs to 4" gun.

January 7, 1943

OKLAHOMA (1) Divers removed pipe fittings and installed plugs in holes to port bottom tanks, frames 23 to 90: (2) Maintained air pressured in all sections of bubble. Working through #4 airlock, laid out and commenced drilling holes to out access through bulkhead between #3 and #1 boiler rooms. (3) Continued laying air control piping aft. (4) Removed obstructions to erection of bents #1 and #2. (5) X72 continued work on 3" wire rope pendants. Has completed 31 (of 42) pendants. (6) Pacific Bridge Company continued reduction of quay F-5-S and commenced reducing F-5-N. Lifted bent #1 for erection on ship but found it necessary to rig lifting gear. Expect to be ready to install first bent on 7 January.

ARIZONA (1) In turret #2, began removal of loading platform to facilitate access; commenced construction of wood covers for gun ports; and continued other work preparatory to unwatering gun chamber down to pan plate. Continued drilling out bolts in roof armor plates. (2) Investigated conning tower armored tube and found considerable oil to be removed before commencement of diving operations. (3) Continued cutting underwater scrap forward. Weighed approximately 11 tons of scrap steel removed on 5 January.

UTAH (1) Marked locations of access holes to be cut for removal of fuel oil from B-1-4F, B-1-2F, B-1-1F, B-1-3F B-9-F. (2) Completed floating walkway to F-11-N.

McFARLAND Docked, Marine Railway for survey of underwater damage.

ALLEN Arrived Berth 6 for repairs.

HUMPHREYS Completed and departed.

TULURAN Arrived Berth 12 1/2 for urgent repairs.

Y020 Docked on ARD5 for departure from Yard.

YT153 Docked on ARD5 for departure from Yard.

January 8, 1943

OKLAHOMA

(1) Divers blanked ventilation opening through 2nd deck, frame 128, starboard, and continued installing plugs in holes in port bottom tanks. (2) Diver completed excavating for access to pad-eye port side aft and took measurements for centering bridle for rudder. (3) Maintained pressure in all sections of air bubble, and, working through airlock -4, continued drilling out access hole in bulkhead between f3 and #1 boiler rooms. (4) Continued installation of air control piping aft. (5) X72 continued work on 3" pendants. (6) Pacific Bridge Company continued reducing quay F-5-S, and drill blasting holes for reduction of F-5-N. Set #2 right bent in place on .ship and prepared to lift #1 bent from barge.

ARIZONA

(1) Continued preparations for unwatering gun chamber, turret #2. Templated for gun port covers. Hatches in gun pit have been closed and ventilation screens removed for use in manufacture of W.T. covers. Templates for covers for powder and projectile hoists will be made from turret #3. Drilling out bolts in top of turret #2 roof plates. (2) YSR8 pumped oil from conning tower central tube. Made preparations for diving operations to remove central tube. (3) Pumped oil from ventilator shafts aft of frame #78. (4) Divers cutting: scrap metal underwater, forward of frame #78. None removed from ship.

UTAH (1) Commenced construction of cofferdams (2) for use on access holes to B-1-F and B-2-F.(2) Installed three air compressors (two Sullivan 320 cu.ft. P.M. and one Ingersoll Rand 210 cu.ft. P.M. on board the YS88. (3) Continued numbering the frame markings. (4) Took soundings on port and starboard sides, adjacent to ship approximately five frames apart.(5) The position of the vessel has been determined as follows: Vessel capsized in approximately 43 feet of water through an angle of 165 to port (away from Ford Island) at Berth F-11. At

January 9, 1943

OKLAHOMA (1) Divers explored interior of ship entering through upper deck to determine best route to armor grating to be blanked with temporary cover frames 60-61, 2nd deck. (2) Maintained pressure on all sections of air bubble. Working through airlock #4, completed cutting access holes through bulkhead between #3 and #1 boiler rooms and removed obstructions in #1 boiler room. Commenced removal of bolted plate for access to armor grating in #1 blower room. (3) Continued installation of air control piping aft. (4) Shop 72 continued work on 3" pendants. (5) Pacific Bridge Company continued work on reducing quays F-5-S and F-5-N; commenced installation of U bolts for bridge socket attachments on outer blocks of righting, tackles; and righting bent #1 in place on ship (centered at frame 33 1/2). Continued minor dredging for light near Ford Island.

ARIZONA (1) Continued removal of loading platform in turret #2 gun chamber. Made template for cofferdam to close gun ports. Continued drilling out bolts in roof plates of turret. (2) Divers continued cutting scrap metal underwater, forward frame #78. Some removed but not weighed as yet. (3) Constructed platform for diving operations in conning tower central tube.

UTAH (1) Continued constructing cofferdams for use of access holes in B-1-2F. (2) Began drilling access holes in B-1-1F and B-1-3F. Safety Engineer tested air from these tanks and found little or no explosive gas. (3) Divers inspected the propellers. (4) Completed gangway bridge for use from YSSE to shop. (5) Began installation of compressed air lines for use by divers and for pneumatic tools.

McFARLAND Undocked Marine Railway, went to Berth 16 for completion.

January 10, 1943

OKLAHOMA (1) Divers continued explorations to determine best route to armor grating, frame 57, 2nd deck. (2) Maintained pressure on all sections of main and auxiliary bubbles. Working through airlock #4, removed portable plate into #1 blower room for access to armor grating. (3) Continued installation of air control piping aft. Removed temporary walkways and platforms to clear for installation of righting bents. (4) Shop 72 continued work on 3" pendants, has completed 40 (of 42) pendants. (4) Pacific Bridge Company commenced adjusting bents #1 and #2 to final positions and prepared to erect additional bents. Continued reduction of quays F-5-3 and F-5-1.

ARIZONA (1) Continued operations in turret #2. Fitted template for gun ports, continued releveling of loading platform and continued cutting overhead beams in gun chamber to free roof plates for removal. Continued drilling out bolts in roof plates. (2) Diver inspected hatch at bottom of conning tower central tube. (3) Continued cutting underwater scrap metal forward of frame #78. Weighed 1-1/2 tons previously removed. (4) Removed deep well pump from turret #4 for repair. To be replaced.

UTAH (1) Completed cofferdams for use on access holes in B-1-4F. (2) Continued drilling and chipping access holes in B-1-1F, B-1-2F, B-1-3FS. (3) Yard divers removed one cone housing from starboard inboard propeller. (4) Continued installing air lines. (5) Installed one welding machine aboard YS88.

YF269 Undocked DD# 3, went to Berth 20 for completion.

AARON WARD Docked DD# 3, for interim: docking.

KAULA Completed and departed.

MIDWAY Completed and departed.

January 11, 1943

OKLAHOMA (1) Maintained pressure on all sections of air bubble. Working through airlock #4, commenced pouring concrete to seal airtight the armor grating in #1 blower room. (2) Continued installation of air control piping aft and removal of interferences from bottom of ship to clear for bents. Manifolds for installation on all control barges and the connecting hoses have been prepared. (3) Shop 72 made preparations for socketing backstay cables when measurements are furnished by Contractor. (4) Pacific Bridge Company suspended operations for the day (Sunday.)

ARIZONA (1) Continued operations in turret #2. Cutting out loading platform. Cutting overhead beams and roof fastenings, and bulkhead of turret officer's booth. Completed making template for cofferdam for gun ports. (2) Diver continued investigation of supporting structure of central tube of conning tower. Closed 3rd deck hatch in bottom of tube. (3) Continued cutting underwater scrap metal forward of frame #78. None removed from ship.

UTAH (1) Divers removed two cone housings from the port propellers. (2) Completed floating walkway to quay F-11-S. (3) Continued drilling and chipping openings into B-1-1F, B-1-3F and B-1-2F for removal of fuel oil. (4) Commenced installation of piping for distribution of air for divers and for tools.

YF269 Docked and undocked Marine Railway.

YP350 Completed and departed.

January 12, 1943

OKLAHOMA

(1) Maintained pressure in air bubble. Working through airlock #4, completed sealing with concrete the armor grating in 3rd deck in #1 blower room. (2) Continued installation of air, control piping on bottom of ship. (3) X72 continued preparations for socketing 168 backstay cables, and completed arrangements for obtaining measurements and cables from Pacific Bridge Company and for identification numbering of backstays. Note:- 1 7/8" wire rope to be used for most of the backstays had been received, but 2" and 2 1/8" wire rope for the backstays of the forward and after bents has not arrived. Also, 3" wire rope for 2 (of 42) pendants is missing;. Pacific Bridge Company has sent follow up dispatch and has been requested to make detailed check of status of all other material. Information had been received previously that all material had been shipped from mainland. (4) Pacific Bridge Company set to place on ship righting bents #8 and #9 (frames 60-67); continued reduction of quays F-5-S and F-5-N; and completed alignment of all winch motors on Ford Island.

ARIZONA

(1) Continued drilling out bolts in roof of Turret #2. (2) Diver continued examination of conning tower central tube at second and third decks to determine amount of cutting to free tube for lifting. (3) Divers continued cutting, underwater scrap metal forward of frame #78. None removed from ship. (4) Personnel from Design Section examined armor of Turrets #3 and #4 as basis for necessary revision of plan of lifting pads.

UTAH USR#8 removed 2000 gallons of fuel oil from B-1-3F and 15000 gallons from B-1-1F. (2) Divers removed fairwater from starboard outboard propeller, thus completing removal of fairwaters from all four propellers. Cones are ready for removal. (3) Laid out six access holes for drilling and chipping through bottom of ship. (4.) Continued installation of compressed air piping for divers and tools. (5) Installed cleats on starboard bilge keel for securing lighters and bolts.

January 12, 1943

Status of Salvage Work as of 0800
Today.

UTAH Continued cutting access holes into fuel oil tanks.

ALLEN Completed and departed.

CHEW Arrived Berth 6 for repairs.

January 13, 1943

OKLAHOMA

(1) Maintained pressure in all sections of air bubble. Working through airlock #4, closed vent trunk 3-79-31 in trunk C-25 at 3rd deck level. Investigated route to blower space C-1 for sealing armor gratings. (2) Continued securing air control piping to bottom of ship; removed obstruction to installation of righting bents, and commenced fitting pins in backstay connections to blister.(3) Pacific Bridge Company set righting bents #6 and #7 in place on ship; completed reduction of quay F-5-S and continued reducing F-5-N, and commenced installation of pipe conduits for electric cables to winch motors from temporary power house.

ARIZONA

(1) Divers removed section of loading platform from guns in turret #2 to clear access to turret pan, and continued removal of re-wining portion. Continued drilling out tap bolts and roof plates. W.T. covers have been ordered for closing openings in unwatering of gun chamber. (2) Continued cutting above water structure connecting to conning tower tube. (3) Continued cutting underwater scrap metal forward of frame #78. None removed from ship.

UTAH

(1) Divers removed cones from all four propellers. (2) Divers Investigated location for underwater attachment of airlock, frames 105-108. (3) Continued drilling and chipping holes in bottom of ship for removal of oil from tanks B-9-F and B-1-1F. (4) Commenced construction of storage enclosures on YS88 and continued installation of water supply line from quay F-11-N. (5) Secured Intrepid outboard of YS88 to receive fuel oil from YS88. Removed 13,000 gallons of fuel oil from B-1-3F and 8,000 gallons from B-9-F.

January 14, 1943

OKLAHOMA

(1) Maintained pressure in air bubbles. Working through airlock #4, closed vent trunk leading through 2nd deck from radio transmitter room. Checked and found ventilation system , 3-79-29 closed on 3rd deck. (2) Continued clearing obstructions on ship in preparation for erection of righting bents. (3) X72 commenced socketing backstay cables after receipt of measurements from ship. (4) Pacific Bridge Company set righting bents #10, 11, and 13 in place on ship; continued reduction of quay F-5-N; and continued installation of conduits for electric cables to winches.

ARIZONA

(1) Divers removed remaining section of loading platform, turret #2; closed flame proof flaps in port and starboard auxiliary shell hoists in gun pit; closed flametight hatch in deck at after end of gun pits; and removed screen from starboard blower opening in bulkhead of pit. The frame of this screen is to be used as templates for a cover plate for these openings. All of the foregoing is in preparation for unwatering gun chamber, turret #2. (2) Diver continued examination of conning tower central tube at 2nd deck to determine details of attachment. (3) Divers continued cutting underwater scrap metal forward of frame #78. None removed from ship.

UTAH (1) Continued construction of storage shelters on YS88 and installation of water line from quay F-11-N. (2) Continued installation of piping for air for divers and tools. (3) Removed 1800 gallons of fuel oil from B-1-2F, and 1700 gallons from B-5-F. (4) Began drilling out access holes through bottom of ship. Toxic and explosive gases found at frames 23-24, 72-73, and 85-86. (5) Divers continued soundings and investigations for underwater attachment of airlock at frames 105-106.

AARON WARD Undocked DD #3, went to B-13 for completion.

YC322 Arrived and docked Marine Railway.

YC324 Arrived and docked Marine Railway.

WEST VIRGINIA Undocked DD#1, redocked DD#2.

MALANAO Arrived for miscellaneous minor repairs.

January 15, 1943

OKLAHOMA

(1) Divers located, cleared, and took measurements for construction of blanks to close ends of ventilation trunks from engine room and pump room blower rooms at frame 85, starboard and centerline. (2) Maintained pressure on air bubbles. (3) Removed airlock #6 and sent to UTAH, leaving #4 airlock as the last one to be removed. (4) Continued installation of air control piping aft, and removal of obstructions to erection of righting bents. (5) Commenced installation of aircraft warning lights on tops of righting bents at frames 33 1/2 and 73 1/2. (6) X72 continued work of socketing backstay cables. (7) Pacific Bridge Company continued adjusting and cross bracing of bents already installed. Haviside crane was not available for additional erections. Also, continued reduction of quay F-5-N and installation of electrical conduits to winches on Ford Island.

ARIZONA

(1) Continued diving operations in turret #2. Fitted wooden covers on gun ports, continued securing auxiliary shell hoist flame tight flaps to withstand pressure of water when turret is unwatered. (2) Diving operations continued on conning tower central tube. Diver is cutting out a section of deck at 2nd deck to determine method of fastening of tube at that point. Began backing of tap screws in lifting holes in top of central tube. (3) Continued cutting underwater scrap metal forward of frame #78. None removed from ship.

UTAH

(1) Removed 9000 gallons of fuel oil from B-5-F, and 4000 gallons from B-1-1F. (2) Continued installation of air and water lines. (3) Yard divers made template for wrench necessary in removal of propellers. (4) Received one airlock and one storage house removed from OKLAHOMA. (5) Continued drilling and chipping access holes in B-1-2F. (6) Continued construction of storage inclosures and fuel racks on the YS88.

MEDUSA

Docked DD#1 for interim docking.

NAUTILUS

Completed and departed.

YP515 Arrived Berth 14 for repairs.

WM. WARD

BURROWS Completed.

January 16, 1943

OKLAHOMA

(1) Divers installed and partially secured wooden blank on weather deck opening of engine room exhaust, frame 85, starboard. (2) Maintained pressure on all sections of air bubbles. Working through #4 airlock, closed natural exhaust vent in B-103; closed doors 3-85-209 and 3-69-191 to C-103 and B-106 respectively since access to vents in these storerooms was blocked; door 3-68-165 to B-105 closed and secured. (3) Installed aircraft warning lights on tops of bents #1 and #11. (4) X72 completed socketing of first set of eight 1-7/8" backstay wire ropes. (5) Pacific Bridge Company set in place righting bents #3, 4, 14, 15, and 17, making, e total of 14 (of 21) bents set to date. Continued reducing quay F-5-N, and installing conduit for electric wiring to winches on Ford Island.

ARIZONA

(1) Continued diving operations on conning tower central tube. Discontinued removal of keys in armor. Expect to lift top half of tube without disassembly (Weight about 100 tons.) Resumed closing bottom of tube for unwatering. Removing hatch at bottom of tube to repair gasket. (2) Continued cutting underwater scrap metal forward of frame #78. Removed some lockers and wreckage. (3) Divers searched for anchors and towing bridle. Towing bridle was previously removed from ship. Anchors were apparently blown clear of ship, and have not been located. (Note: Letter from BuShips has requested information as to possibility of recovering the above items).

UTAH (1) Removed 28,000 gallons of fuel oil from B-1-1F. (2) Continued installing air and water lines. (3) Continued construction of storage enclosure on the YS88 and began installing office at Frame 75 starboard blister. (4) Installed life rail on starboard blister. (5) Divers removed three rope guards from propellers.

USAT COMET Arrived Berth 1 1/2 prior to docking.

SWAN Arrived at Berth 1 1/2 for (2) 20 m.m. guns.

YF269 Completed and departed.

January 17, 1943

OKLAHOMA (1) Divers completed securing wooden blank to close weather opening of ventilation trunk, frame 85, starboard, from starboard engine room blower room. (2) Maintained pressure on air bubble Working through airlock #4, closed door 3-79-199 compartment C-101, since natural exhaust vent in this compartment could not be reached for closing. Closed hatches 6-7 1/2 and door 6-78-39 1/2 to separate sections M-4 and M-5 of main air bubble, in lieu of closing door 3-77-197 which has fallen off hinges. (3) X72 continued work on backstay cables (4) Pacific Bridge Company set in place righting bents #5, #18 and #19; continued reducing quay F-5-N; dumped four barge loads of soil along port side of ship to solidify mud from bow to frame 55; and continued wiring of winches on Ford Island:

ARIZONA (1) Diving operations continued in turret #2. Divers closed forward hatch ill gunpit; commenced disassembling shell dump cradles for removal and continued securing auxiliary shell hoist flaps. Continued. drilling out bolts in roof plates. (2) Diver removed hatch at bottom of conning tower central tube for repairs to gasket hatch to be reinstalled for purpose of unwatering tube. (3) Yard divers continued cutting underwater scrap metal forward of frame #78. Removed 2-1/2 tons of scrap from ship. (4) Plan received for shop manufacture of lifting arrangements for turret #3 and 4 side armor.

UTAH (1) Removed 30,000 gallons of fuel oil from access hole between frames 53-54, B-9-F. (2) Yard divers continued removing rope guard and installed 600 pound wench on port inboard propeller nut. (3) Continued installation of diver's airline. (4) Continued construction of storage enclosures on YS88 and remodeling field office on after starboard blister. (5) Constructed an enclosure on F-11-N for stores.

YS110 Launched this date.

Undocked Marine Railway, completed and departed.

YC322

YC324 Undocked Marine Railway, completed and departed.

YC811 Arrived and docked, Marine Railway.

YC812 Arrived and docked, Marine Railway.

USAT COMET Arrived and docked, Floating Dry Dock.

January 17, 1943

YC755 Arrived and docked, Floating Dry Dock YFD2.

YC323 Arrived and docked, Floating Dry Dock YFD2.

CHEW Completed and departed.

January 18, 1943

OKLAHOMA (1) Maintained pressure in all sections of air bubbles. Working through airlock #4, sealed opening in blower casing #3-79-31 with cement to prevent escape of air as ship rolls: Reopened and closed hatch #6-77-15 for access. (2) Commenced installation of air control piping on after barge to connect compressors and manifold. (3) X72 continued socketing of 1-7/8" wire rope backstays to length measurements furnished by P.B. Co. (4) Pacific Bridge Company suspended operations for the day (Sunday). Report received from P.B.Co. office that all material for the righting operations, including electric control panel, has been received except 2" and 2-1/8" wire ropes for backstays forward and aft, and the two remaining reels of 3" pendants. This material is expected in the near future.

ARIZONA

(1) Divers completed closing auxiliary shell hoist covers, turret #2. Removed one dump cradle frame shell hoist. Began removing the remaining cradle to allow closing of shell hoists at the top. (2) Renewed rubber gasket in watertight hatch at bottom of conning tower central tube and began pumping to unwater tube. A larger pump is being installed to overcome leakage. (3) Divers continued cutting underwater scrap metal forward of frame #78. None removed from ship. (4) Diver examined 2 deck winches on main deck aft and found to be apparently undamaged. Also began investigation of wire rope hawser stowed in 3rd deck at frame #116 to determine possibility of salvage.

UTAH

(1) Removed 31,000 gallons of fuel oil from B-9-F. (2) Continued constructing storage enclosures on YS88. (3) Continued installation of air lines. (4) Diver inspected water piping from F-11-N to ship and measured for plate to close hole previously cut at Fr.#23, port side, between main and 2nd decks. (5) Drillers and chippers continued cutting holes in bottom plating for access to fuel oil tanks. (6) Safety engineer's tests indicated high percentage of carbon monoxide and hydrogen sulphide in after section of ship.

January 19, 1943

OKLAHOMA

(1) Divers partially installed blank to close weather opening of vent trunk at frame 85, center-line from pump room blower rooms C-3 and C-4. (2) Maintained pressure on air bubbles. Working through airlock #4, reopened and closed hatch 6-77-15 to allow taking interior photographs. (3) Continued clearing bottom of ship and installing air control piping. (4) X72 continued socketing of backstay cables. (5) Pacific Bridge Company set righting bents #16 and #20 in place on ship; continued reduction of quay F-5-N and installation of electric wiring for winches, generators, and motors on Ford Island; and completed installation of U-bolts for wire rope sockets on outer blocks, and of wire rope guards on both fixed and outer blocks of righting tackles.

ARIZONA

(1) Divers continued work on port shell hoist, removing shell dumping cradle. (2) Installed 6" gasoline driven pump on conning tower central tube and unwatered the upper 22 feet of tube to about 4 feet below top section to inspect joint and determine procedure for separating tube at that point. (3) Diver located and freed towing, hawser reel at frame 116, 3rd deck, starboard, and led end of hawser to hatch leading to main deck. (4) Divers continued cutting underwater scrap metal forward of frame #78. None removed from ship.

UTAH

(1) Established 7 bench marks and recorded elevations by surveyors transit for reference in checking position of ship from time to time. (2) Continued remodeling and installing field office on after starboard blister. (3) Installed brackets on water and air lines forward starboard side. (5) Continued opening access holes through bottom of ship by drilling and chipping; (6) Removed 6,000 gallons of fuel oil from B-13-F. YSR8 was removed to other work at 1200, 18 January.

RAIL Completed and departed.

YC811 Undocked Marine Railway, completed and departed.

YC812 Undocked Marine Railway, completed and departed.

January 20, 1943

OKLAHOMA

Divers completed installation of wood blank to close engine room ventilation trunk, frame 85, centerline. Started exploration of route underwater to armor grating in 2nd deck at frames 56-57, starboard. (2) Maintained pressure in air bubbles. Removed last airlock (#4) and delivered to Waipio Point for storage. Welded cover plate over access hatch in bottom of ship. (3) Continued installation of air control piping and manifold on after compressor barge. (4) X72 continued socketing backstay cables to measurements furnished by P.B. Co. (5) Diver rigged center bridle on rudder. (6) Pacific Bridge Company set the last righting bents (#12 and #21) in place on ship and continued installation of bracing on bents already set. Continued reduction of quay F-5-N and installation of electric wiring on Ford Island.

ARIZONA

(1) Diver reduced leakage at first joint of conning tower central tube to facilitate keeping unwatered. Constructed stage to be used workmen inside tube. (2) Divers cutting underwater scrap metal forward of frame #78. None removed from ship. (3) Diver removed one length (about 250') of 2" wire rope towing cable from reel in D-504. Began removing manila mooring line (8") from reel at frame #104, starboard side, second deck.

UTAH (1) Surveyor's check of elevations of bench marks established on 18 January showed no significant changes in position of ship. (2) In absence of YSR8, continued removal of fuel oil, utilizing pumps on the Intrepid but suction was insufficient. (3) Continued construction of field office on after starboard blister. (4) Yard divers removed nut from port inboard propeller. (5) Drilled access hole #7 in bottom of ship at frame 83.

January 21, 1943

OKLAHOMA (1) Divers continued exploring and clearing underwater route to 2nd deck armor grating at frame 56, starboard, in preparation for blanking. Also, located fuel tank vent to be closed at about frame 56, starboard side of upper deck. (2) Continued installation of air bubble control piping. (3) Maintained pressure on all sections of air bubble. (4) X72 continued socketing backstay cables. (5) Pacific Bridge Company continued installation of bracing on bents on ship; reduction of quay F-5-N; and electrical installations and wiring on Ford Island.

ARIZONA (1) Divers removed port shell dumping cradle in gun chamber, turret #2. Began cutting of bulkheads abreast powder hoists to gain access for installation of powder hoist covers. (2) Installed stage in conning tower armored central tube. Removed one 1 1/2"x9" bolt of about 50 bolts joining upper and middle section of tube. (3) Divers continued cutting underwater scrap metal forward of frame #78. None removed from ship. (4) Removed about 900 ft. of 2" wire rope towing cable from reel in D-504. Completed removing 8" manila mooring line from reel at frame #104, starboard side, 2nd deck. Removed considerable amount of 2 1/2" manila line from another reel at same location.

UTAH

(1) Utilizing pile driver, divers loosened nuts on all propeller shafts. (2) YSR8 returned and removed 5500 gallons of fuel oil from B-1-1F and 11,000 gallons from B-1-3F. (3) Surveyor checked elevations of bench marks on bottom of ship at low tide and found no appreciable changes. (4) Cleared debris from access holes #3 and #4. Continued drilling and chipping access holes aft. (5) Diving Float and crew arrived alongside and commenced preparations for diving operations.

SWAN Completed.

January 22, 1943

OKLAHOMA

(1) Maintained pressure on air bubbles. (2) Completed installation of air control piping except that on the forward control barge, (awaiting arrival of barge. (3) X72 continued socketing baokstay cables (4) Pacific Bridge Company continued bracing of righting bents; reducing quay F-5-N; electrical installations on Ford Island; and examining and correcting threads on U-bolts to connect pendant sockets to righting tackles. Dumped barge load of soil on inshore side of bow to solidify mud. A total of 4500 cubic yards of coral soil dumped alongside between bow and frame 55 has made no appreciable change in contour of bottom due to softness of the original mud

ARIZONA (1) Divers found ventilation holes in overhang of Turret #2 inaccessible due to wreckage; New plan to make tight by closing exhaust flaps and other ventilation openings inside of Turret. Divers continued cutting access opening through bulkhead to left powder hoist. (2) Performed work in conning tower central tube to reduce leakage and to clear electric cables and piping in way of joint to be disconnected. (3) Divers continued cutting underwater scrap forward. (4) Diver reports all wire and manila rope has been removed from reels accessible in after part of ship.

UTAH (1) Yard divers constructed templet for use in underwater attachment of airlock to access hole frame 105-106. (2) Divers closed four (4) airports at frames 13 1/2, 15 1/2, 17 1/2, and 19 1/2, port side, between main and 2nd decks. (3) Continued cutting access holes in bottom. (4) Checked elevation at bench marks 1 to 7. No appreciable change. Established bench marks, 8, 9, and 10 for future reference. (5) Removed 8,000 gallons of fuel oil from B-1-1F (frame 53-54).

CHEW Arrived Berth 6 for repairs and alterations.

YO44 Arrived and docked Marine Railway for alterations to rudders.

RHEA Arrived for repairs.

MALANAO Completed and departed.

January 23, 1943

OKLAHOMA

(1) Divers closed with concrete natural exhaust ventilation terminals at frame 56, starboard, upper deck on trunk from air compressor room A-40-S. Also plugged fuel oil air escape at frame 56 1/2, starboard, upper deck from forward relay tank in B-103. Continued exploration of route underwater to armor grating, in 2nd deck, frame 56, starboard. (2) Divers completed installation of centering bridle on rudder. (3) Maintained pressure in all sections of air bubble. (4) Commenced erection of foundations for position battens and for distance wire attachments on ship at frames 29 and 117. (5) X72 continued socketing back stay cables. (6) Pacific Bridge Company continued bracing of righting bents on ship; reducing quay F-5-N (90% complete); and electrical installation on Ford Island (50% complete). Commenced installation of bolts for cable socket attachments at tops of righting bents and of weather protection over winch motors on Ford Island. Electrical control board has been set in place in temporary power house on Ford Island.

ARIZONA

(1) Divers continued cutting away bulkhead in turret #2 for access for blanking left powder hoist. Began cutting bulkhead abreast right powder hoist. (2) Continued cutting away wiring in way of joint in conning tower tube. Began welding square lugs on bolts joining two upper sections of tube for backing out bolts. Diver cutting around outside of upper section of tube to free for lifting. (3) Divers continued cutting underwater scrap metal forward of frame #78. Crane lifted approximately 15 tons of underwater scrap metal with a deck winch attached. Winch was in apparently good condition and will be delivered to Ship Repair Unit for overhaul. removed to Yard about 4 1/2 tons of scrap in addition to the lift mentioned above.

UTAH

(1) Removed 5,000 gallons of fuel oil from B-7-F and 1,000 gallons from B-1-2F. (2) Divers commenced fitting of template for airlock connection.

January 23, 1943

at frames 105-106, and backed off nuts on propeller shafts several inches in preparation for loosening propellers. (3) Continued drilling and chipping access holes. (4) Continued construction of tool room and office on starboard blister. (5) Began construction of floating walkway to Ford Island.

USAT COMET Undocked Floating Dry Dock YFD2, went to Berth 23 for completion.

YC323 Undocked Floating Dry Dock YFD2, completed and departed.

YC755 Undocked Floating Dry Dock YFD2, completed and departed.

YO44 Undocked, Marine Railway.

CONYNGHAM Completed and departed.

January 24, 1943

OKLAHOMA

(1) Divers commenced cutting access hole into trunk at about frame 56, upper deck, starboard for access to 2nd deck armor grating. (2) Maintained pressure in all sections of air bubble. (3) Continued installation of position battens. (4) Pacific Bridge Company completed reduction of quay F-5-N; continued installation of bracing on righting bents; and continued electrical wiring installations on Ford Island.

ARIZONA (1) Continued work on conning tower armor tube. Removed 25 (of about 50) bolts joining two upper sections inside of tube. Diver continued cutting away structure outside of tube. (2) Divers continued cutting underwater scrap metal forward of frame #78. Removed 26 tons of scrap metal from ship to Yard. (3) Delivered deck winch previously recovered to Ship Repair Unit. (4) Began installation of lifting pads on side armor plates of turret #3. All pads not yet available from shop.

UTAH (1) Divers loosened each propeller on shaft by use of explosive charge of about 1 pound of dynamite between propeller hub and end of shaft strut. All four propellers are now loose and ready for removal. No indication of damage from explosive. (2) Divers closed airports at frames 11 1/2, 15 1/2, 17 1/2, and 21 1/2, starboard, between 2nd and main decks. Also checked hatches in 2nd deck in this vicinity to determine procedure for closing. (3) Completed opening of access hole through bottom at frame 23-24; found storeroom A-9 not flooded; and recovered material (S&A forms, electric cable, and rainclothes) therefrom. (4) Began construction of diving platform at access hole at frame 15. (5) Removed 2000 gallons of fuel oil from B-5-F and 15,000 gallons from B-7-F.

CHEW Docked Floating Dry Dock YFD2.

January 25, 1943

OKLAHOMA (1) Maintained pressure on all sections of air bubble. (2) X72 continued socketing backstay cables. (3) Made lay-out and ordered material for flooding piping to starboard blister; and continued installation of position batten foundations forward and aft. (4) Pacific Bridge Company suspended work for the day (Sunday).

ARIZONA

(1) Divers continued operations in turret #2. Cutting away bulkhead to officer's booth to gain access to booth for closing openings. (2) Continued removing bolts in conning tower central tube. All bolts removed except one.

Diver continued cutting away structure outside of tube. (3) Divers continued cutting underwater scrap metal forward of frame #78. Removed 10-1/2 tons of scrap metal from ship.

UTAH

(1) Divers closed the following ports between the 2nd and main deck, starboard side: Fr. 35 1/2, 33 1/2, 31 1/2, 25 1/2, and 13 1/2. (2) Divers fitted and altered template for airlock installation at frames 104-105. (3) Continued construction of diving platform at access hole #1- frame 15. (4) Continued construction on floating walkways to be used from F-11-N to Ford Island. (5) Removed 2,000 gallons of fuel oil in B-9-F.

DRUM Arrived for overhaul.

BOGGS Arrived and docked DD#3.

FERIDOT Arrived Berth 12 1/2 for main engine repairs.

January 26, 1943

OKLAHOMA

(1) Divers completed cutting access hole in trunk at upper deck about frame 56 for access to armor crating on starboard side of 2nd deck. Took measurements of grating for manufacture of airtight cover. (2) Continued erection of supports for forward and after position battens and distance wire connections. (3) Constructed sound insulated enclosure around after air control manifold on barge to deaden noise of air compressors at that observation station. (4) Maintained pressure in all sections of air bubble. (5) X72 continued socketing backstay cables. (6) Pacific Bridge Company continued installation of bracing and foot guides for righting bents; electrical installations on Ford Island; and chasing threads on cable adjusting bolts.

Note: Work on rigging of backstays and righting tackles is expected to start on two shift basis on 27 January. P.B.Co. reports that all OKLAHOMA material, including wire rope, has been received.

ARIZONA

(1) Divers continued cutting bulkhead of turret officer booth for free access to booth to close openings in booth. (2) Continued work separating upper and middle sections of conning tower tube. Diver continued cutting underwater scrap metal forward of frame#78. Removed 14 tons of scrap metal and a spare armature found on port side of main deck at about frame 40.

UTAH

(1) Divers removed the four propellers. (2) Began construction of a shower and dressing room on the U.S.88. (3) Continued drilling and chipping access holes in bottom. (4) Removed 1,500 gallons of fuel oil from the following tanks: B-9-F, B-1-2F, B-1-1F, and B-1-3F (skimming). (5) Divers closed the following ports starboard side between the main and 2nd decks: Frs. 29 1/2, 39 1/2, and 42 1/2, and also the following ports on the port side same deck: 25 1/2, 27 1/2, 29 1/2, 31 1/2, and 34 1/2. (6) Completed diving platform at #1 access hole, fr. 15.

BOGGS

Undocked DD#3- went to B-13 for completion.

AARON WARD Completed and departed.

YO43 Arrived and docked Marine Railway.

APc's 23,24,25,26,33,34 arrived for miscellaneous repairs

January 27, 1943

OKLAHOMA (1) Commenced fabrication of cover in sections to close armor crating in 2nd deck, frame 56, starboard. Divers placed one section of cover in approximate position. (2) Commenced fabrication of piping for later flooding starboard blister sections. Continued erection of supports for after position batten. (3) Maintained pressure in all sections of air bubbles. (4) X72 continued socketing of backstay cables. (5) Pacific Bridge Company continued bracing and securing righting bents on ship; electrical installations on Ford Island; and chasing and correcting threads on cable adjusting bolts. Made preparations for calibration test on winch.

ARIZONA (1) Divers continued cutting out bulkhead to officers' booth, turret #2. (2) Continued work of freeing upper section of conning tower central tube. One bolt remains to be drilled and backed out, (3) Divers continued cutting underwater scrap forward of frame #78. Some scrap removed but not yet weighed.

UTAH (1) Removed approximately 5,000 gallons of fuel oil including salt water by skimming the following tanks: B-9-F, B-1-1F, B-1-2K, and access hole #4, frame 40-41. (2) Continued construction of shower and dressing room on Y.S.88. (3) Divers continued fitting template for access hole at frame 105-106. (4) Continued drilling and chipping access holes in bottom of ship. (5) Began fitting and drilling plates for closing access holes to fuel tanks.

CHEW Undocked Floating Dry Dock YFD#2, went to Berth 6 for completion.

CGC ROGER B. TANEY Arrived Berth 17 prior to docking.

MONAGHAN Arrived Berth 13 prior to docking.

PENSACOLA Arrived Berth 2 for battle damage repairs.

January 28, 1943

OKLAHOMA (1) Divers continued securing cover on armor grating in 2nd deck, frame 66, starboard. (2) X56 continued fabrication of piping for starboard blister flood piping. (3) Continued erection of supports for position battens on ship. (4) Maintained pressure in all sections of air bubble. (5) X72 continued socketing backstay cables. (6) Pacific Bridge Company continued work on righting bents; electrical installation on Ford Island; and correcting threads on cable adjusting bolts. Rigged 1-7/8" backstay cables on bent #8. Commenced working on two 10 hour shift basis.

ARIZONA (1) Continued work on conning tower central tube, separating upper and middle sections and cutting away structure outside tube. (2) Divers continued cutting underwater scrap metal forward of frame #78. None removed from ship. (3) Received advance copy of plan for lifting turrets #3 and #4.

UTAH (1) Divers continued fitting template for airlock installation at fr. 105-106. (2) Divers closed ports at frs. 36 ½, 39 ½, and 42 ½, portside between 2nd and main decks. Divers also checked following hatches: fr. 25 portside, 2nd deck (closed); fr. 33-35, portside, 2nd deck (open); fr. 40-41 portside, main deck (closed) ; fr. . 25 main deck, starboard side (closed). Divers checked ammunition hoist at fr. 39½, 2nd deck, port side and found closed, also vent at fr. 37 portside, 2nd deck (closed). (3) Continued construction of shower and dressing room on YS88.(4) Continued cutting access holes in bottom. (5) Removed by skimming 11,000 gallons of fuel oil and water from B-7-F, B-5-F, B-1-3F, B-1-2F, B-1-1F, and #4 and #5 access holes.

ROGER B. TANEY Docked DD#3.

MEDUSA Undocked DD#1, went to B-15 for completion.

January 29, 1943

OKLAHOMA (1) Maintained air pressure on all sections of bubble. (2) Commenced installation of flooding piping for starboard blister sections for use to assist in righting after ship is beyond 90 degree position. (3) X72 continued socketing backstay cables. (4) Pacific Bridge Company is constructing wood platforms covering quays F-5-S and F-5-F and installing supports for flood lights on Ford Island. Installed backstay cables on bents #6, 7, 9, 10, 11, 13, 14 and 16. (Eight cables to such bent). Continued bracing righting bents on ship; correcting threads on cable bolts; and electrical installations on Ford Island.

ARIZONA (1) Continued diving operations in turret #2. Divers commenced installing cover plates on blower openings in gun pit. Divers completed cutting access hole into turret officer's booth and closed hatch in overhang. (2) completed removing bolts joining upper and middle sections of conning tower central tube. Diver continued to cut away structure outside of tube. (3) Divers continued cutting underwater scrap metal forward of frame #78. None removed from slip.

UTAH (1) Divers removed the retainer ring on each of the starboard propeller shaft struts in preparation for installing protective housings on ends of shafts. (2) Removed 1,500 gallons of fuel oil and water by skimming the following tanks: B-1-1-1F, B-1-2F, B-1-3F, B-9-F and access hole #4. (3) Divers rigged for diving at fr. 41 starboard side access hole between main and upper dock and removed debris from hole. Checked hatch main deck, fr 33-35 starboard side (open) hatch at fr. 40, main deck starboard side (closed). Checked vents at fr. 34, 35, and 32 and found no openings or outlets. (4) Continued constructing shower, dressing room, and began constructing canopy for messing shelter on the YS88. (5) Installed a steam and water line from the ship to F-11-S. (6) Continued cutting access hole at fr. 72-73. (7) Divers installed red marker flag on the after side of the rudder.

PIKE Arrived berth 2.

SALT LAKE CITY Redocked Dry Dock #1.

January 30, 1943

Subject: USS OKLAHOMA, ARIZONA and UTAH - Status of Salvage Operations.

3. USS UTAH

Operations preliminary to the salvage of this vessel were started on 5 January, 1943, and under date of 15 January, the Vice Chief of Naval Operations has approved the Yard proposal to proceed with this work and has directed the Bureaus to conclude an agreement with the contractor for assistance as in the case of the OKLAHOMA: Work accomplished to date has been as follows:

- (a) Took measurements and established bench marks to determine position of the ship. Divers have previously examined and recorded the underwater damage and the locations of the mud lines, port and starboard.
- (b) The installation of air compressors and piping for divers use, tools, and air bubbles; and the installation of office and other facilities for personnel and floating equipment.
- (c) The removal of about 207,000 gallons of fuel oil through holes cut in the bottom of the ship.
- (d) The location and cutting of access holes in the bottom preliminary to installation of airlocks, and the commencement of diving operations. Airports are being closed and interior closures examined.
- (e) The removal of all four propellers underwater by backing off nuts and the use of small charges of explosive (1#) between the hub and strut to loosen the propellers on the shaft tapers without any resulting damage.

4. USS ARIZONA

Future salvage operations to refloat as large a part of this vessel as practicable, possible the entire ship, have been approved by the Vice Chief of Naval Operations under date of 15 January, and the agreement with the contractor mentioned for the UTAH will cover the ARIZONA also. The following has been accomplished since last report:

- (a) Completed removal of stern airplane crane and

January 30,1943

Subject: USS OKLAHOMA, ARIZONA, and UTAH Status of Salvage Operations.

for the side armor of Turrets #3 and #4 will be completed shortly, and removal of the armor will follow. Further work toward the removals of these Turrets is awaiting information from the Planning Division as to the desired scheme of disassembly, lifting, and supporting the rotating portions of the Turrets.

(c) Removed about 200 tons of steel wreckage from the forward part of the ship for scrap and for eventual termination of the condition of the lower structure.

(d) Removed conning tower; and continued work toward removal of the top section of the armor tube and neighboring structure, to clear for probable eventual removal of Buns from Turret #2. Unwatered the tube by pumping work at the joint inside.

(e) Continued work on and in Turret #2 preparatory to unwatering gun chamber and the probable eventual recovery of armor, guns, and other equipment.

(f) Recovered wire and manila housers from the after! part of the ship and a portion of an anchor chain forward

January 30, 1943

OKLAHOMA (1) Divers continued installation of cover over 2nd deck armor grating at frame 56 starboard. (2) Continued installation of starboard blister flooding piping. Checked locations of forward and after position batten supports. (3) Shop 72 continued socketing backstay cables. (4) Pacific Bridge Company continued bracing righting bents; commenced interchanging head castings on bents #12 and 15, and 4 and 5 to correct error in fabrication of bents; rigged backstay cables on bents #12, 17, and 18; continued electrical installations on Ford Island (95% complete); and operated winches at no load to check alignment, etc.

ARIZONA (1) Continued work in #2 Turret. Divers began installing (2) covers on powder hoist in Turret #2. (2) Diver continued cutting structure outside conning tower central tube. Tube is ready for removal, upon completion of design and manufacture of lifting pads. (3) Divers continued cutting underwater scrap metal forward of frame #78. Removed 16 tons of scrap metal. Recovered one sounding machine.

UTAH (1) Divers closed following air ports on starboard side between the main and upper decks: 26 1/2, 29 1/2, 31 1/2, 33 1/2, 35 1/2, 37 1/2, 43 1/2, 44 1/2, 45 1/2, 46 1/2, 47 1/2, and 39 1/2. (2) Skimmed fuel oil from water in the following tanks and access holes: B-1-1-F, B-1-2-F, B-9-F, access hole #4 and #6. (3) Continued construction of shower, dressing room, and messing canopy on YS-88. (4) Commenced pumping from #6 access hole to remove gas filled water, and thus to reduce interference with work. No change in water level was expected or accomplished.

SALT LAKE CITY Undocked DD#1, went to Berth 21 for completion.

CGC Undocked DD#3, went to Berth 3 for completion.
ROGER B. TANEY

January 31, 1943

OKLAHOMA (1) Maintained pressure in air bubbles. (2) Continued installation of starboard blister flooding piping. (3) X72 continued socketing backstay cables. (4) Pacific Bridge Company continued checking electrical installations on Ford Island and no load operation of winches; removed reduction gear assemblies of winch motors #1 and #6 for repairs and adjustments; installed backstay cables on bent #15 and cable attachments on bents #1 and #5. Made further preparations for typical load calibration tests on winch #8.

ARIZONA (1) Continued work in #2 turret. Divers installing covers on powder hoists in preparation for unwatering gun chamber. (2) Diver continued cutting structure away from outside conning tower tube. (3) Divers continued cutting scrap metal forward of frame #78. Approximately 10 tons of scrap placed on forward quay to be cut up for further disposal.

UTAH (1) Continued skimming fuel oil tanks and access holes. (2) Divers measured ends of propeller shafts in preparation for constructing protective housings. (3) Continued construction of messing shelter and shower on YS-88. (4) Began installing walkway from F-11-N to Ford Island. (b) Continued pumping gaseous water from #6 access hole, fr. 72-73.

USAT COMET Completed and departed.

BOGGS Completed and departed.

PIKE
Docked Dry Dock #3.

McFARLAND Docked Dry Dock #3.

MARLAB Arrived and docked Dry Dock #1.

USAT ARROW Arrived Berth 23.

February 1, 1943

OKLAHOMA (1) Divers continued installation of sections of cover to close armor grating at frame 56, 2nd deck, starboard. (2) Continued installation of 3" starboard blister flood line. (3) Maintained pressure in all sections of air bubble.
(3) X72 continued socketing backstay cables,
(4) including changing a few sockets installed in wrong size.
(5) Pacific Bridge Company suspended work for the day (Sunday). Necessity developed for reaming holes in backstay bridge sockets to fit adjusting bolts furnished for the 2" and 2-1/8" backstays.

ARIZONA

(1) Continued operations in turret #2. Divers closing off powder hoists and fitting covers on blower openings in gun pit. (2) Diver continued cutting away structure outside conning tower central tube. (3) Divers continued cutting underwater scrap metal forward of frame #76. None removed from ship.

UTAH

(1) Divers searched for damage control book in the First Lieutenant's room and the damage control charts in the First Lieutenant's office. (2) Began drilling and fitting plates on fuel oil access holes. (3) Continued pumping gaseous water from #6 access hole - Fr. 72-73. (4) Continued skimming fuel oil and water from access holes.

Apc23,24,25,26,
33 and 34

Completed and departed.

CGC TIGER

Arrived and docked Floating Dry Dock YFD2.

CGC RELIANCE

Arrived and docked Floating Dry Dock YFD2.

TULURAN

Completed and departed.

CGC TANEY Completed and departed.

PINKNEY Arrived Berth 3 for minor repairs.

INDUSTRY Arrived for alterations and repairs.

SILVERSIDES Arrived Berth 2 for overhaul.

MARLAB Undocked DD #1, completed and departed.

February 2, 1943

OKLAHOMA (1) Divers continued installation of cover over armor grating 2nd deck, starboard, fr.56 (75percent complete). (2) Continued installation of starboard blister flood piping. (3) Commenced realignment of after position batten support by surveyor's transit on shore. (4) X72 continued socketing backstay cables. (5) Maintained air pressure in all sections of bubbles. (6) Pacific Bridge Company continued installation of longitudinal bracing and and foot guides for righting bents; commenced reeving out holes in bridge sockets on backstay cable fit bolts; commenced load calibration test on winch #8 (28 tons - 17 amps); installed ground connection on all motors and winch frames; and removed motor assemblies from winches 17 and 18 for overhaul of gearing.

ARIZONA

(1) Divers continued cutting away structure outside conning tower central tube. (2) Received and installed lifting pads on side armor of turret #3. Ready for removal when crane is available. (3) Divers continued cutting underwater scrap metal forward of frame #78. None removed from ship.

UTAH (1) Installed boiler on quay F-11-N. (2)Continued pumping gaseous water from #6 access hole, frame 72-73. (3) Divers commenced fitting of lower section of airlock extension, fr. 105-106, to ship. (4) Divers closed the following ports: Fr. 49 between main and upper decks, one port in Chief of Staff's bedroom, and one port in the Chief of Staff's water closet, and one port, Fr. 48 1/2, in Captain's office.

PENSACOLA Docked Dry Dock #1.

YR43 Bow and stern sections docked DD#1, for joining.

February 3, 1943

OKLAHOMA (1) Maintained pressure in air bubbles. (2) Continued installation of starboard blister flood piping. Shifted measuring wire connection to 5 feet forward of frame 29 and aft of frame 117. (3) Continued reaming bolt holes in bridge sockets for 2-1/8" cable to fit bolts. (4) X72 continued socketing backstay cables. (5) Pacific Bridge Company installed backstay attachments on righting bents 19, 20, and 21; continued installation of bracing and foot guides on bents; and commenced calibration load tests on winch #8. Hoisted 58,000 pounds 16 times for 1 revolution of drum. Motor amperage decreased from 17 to 13, and final efficiency for the day comparing motor and winch outputs was about 48 percent.

ARIZONA (1) Divers continued installation of covers on powder hoists in turret #2. (2) Began cutting away structure around conning tower tube above water. (3) Received and began installing remainder of lifting pads for side armor of turrets #3 and #4. (4) Divers continued cutting underwater scrap metal forward of frame #78. None removed from ship.

UTAH (1) Removed fuel oil and water by access holes. (2) Continued installing floating walkway from F-11-S to Ford Island. (3) Divers closed two ports between the main and upper decks at frame 49, portside. (4) Continued installing water service piping to YS88.

PINKNEY Completed and departed.

CGC RELIANCE Undocked Floating Dry Dock YFD2, went to Berth 3 for completion.

CCC TIGER Undocked Floating Dry Dock YFD2, went to Berth 3 for completion.

February 4, 1943

OKLAHOMA (1) Divers completed installation of cover on armor grating in 2nd deck frame 56, starboard. (2) Continued installation of starboard blister flooding piping, and realigning and relocating position batten and measuring wire supports at frame 29 and 117. (3) Maintained pressure in all sections of air bubbles. (4) X72 removed bridge sockets from 2" and 2-1/8" backstay cables not yet out to length, and sent to X31 for reaming bolt holes to fit bolts. (5) Pacific Bridge Company installed 3" wire rope pendants on righting bents #2, 3, 4, and 5; prepared to use better method for reaming holes in bridge sockets on 2-1/8" backstays to fit bolts; continued preparations for flood lighting on Ford Island; lubricated and operated winches at no load; and re-rigged load and operated winch #8 for breaking in period.

ARIZONA (1) Divers installed covers in two shell hoists in turret #2 and continued closing two ventilation openings in gun pit. (2) Continued cutting structure away from outside of conning tower tube above water. (3) Divers continued cutting underwater scrap metal forward of frame # 78. None removed.

UTAH (1) Continued pumping gaseous water from access hole #6 (Fr.72-73). The gas is definitely decreasing. (2) Public Works decontaminated fresh water system from Ford Island to the USS UTAH by using chlorine. (3) Divers established markings at fr. 105-106 in preparation for installing airlock extension on ship. (4) Continued skimming fuel oil from water in access holes.

MONAGHAN Docked Floating Dry Dock YFD2.

ONTARIO Arrived Berth 20 for repairs.

February 5, 1943

OKLAHOMA (1) Divers made final inspection of cover on armor grating in 2nd deck, frame 56, starboard. Took data for templates for vertical load of 3" flooding piping to top of starboard blister. Continued installation of starboard blister flooding piping. This system is now complete except for vertical leads. (3) Shop 72 commenced shortening and resocketing the two remaining 3" wire rope pendants that were delayed in delivery. (4) Pacific Bridge Company installed 3" pendants on righting bents #1, 6, 7, 8, 9, and 10; Continued installation of bracing on bents; and continued reaming out holes in backstay bridge sockets to fit bolts. This last operation was unforeseen and has resulted in delay in installation. Present status of Installations of backstays and pendants is as follows:

- (a) Bolts for pendants installed on all bents, and pendants (2 each) installed on bents #1 to 10, inclusive.
- (b) Backstay bolts installed on all bents, and backstays (8 each) installed on bents #6 to 17 inclusive. Also, 3 backstays on #2 bent and 7 on #18.

Electrical work on Ford Island continued by Pacific Bridge Company as follows -

- (a) Under 58,000 pound load, current and speed were determined for #8 winch under varying voltages fr.#100 to 250 volts.
- (b) Under load of 74,000 pounds, winch #8 drew 16.5 amperes.
- (c) Continued no load test operation and lubrication of the other winches and installation of flood lighting.

ARIZONA (1) Continued diving operations in turret #2.
Installing covers on ventilation openings in
scrap metal forward of frame #78. Removed some

February 5, 1943

Subject: Status of Salvage Work as of 0600 Today.

scrap steel not yet weighed.

(3) Preparing to reinstall a deep well
in turret #4 to unwater turrets #3 and 4, to
begin operation for removal of turrets.
Received final plan for turret disassemblies
and removals.

UTAH

(1) Continued pumping gaseous water from #6
access hole, fr. 72-73. (2) Continued skimming
fuel oil and water from access holes. (3) Diving
group closed ports at frames 20, 21 and 21 1/2
starboard side, between 2nd and main decks. Also
Also closed door in bulkhead 48 starboard side
outboard between main and 2nd decks.

MONAGHAN Undocked YFD2, went to Berth 18 for completion.

L.S.T 446 Completed and departed.

February 6, 1943

OKLAHOMA (1) Divers took templates for vertical leads of 3" blister flood piping, and examined foremast and mainmast to determine positions and conditions. (2) Completed foundations, for position battens and measuring wire attachments at frames 29 and 117. (3) Maintained pressure in all sections of air bubble. (4) X72 completed two 3" shortening and socketing the remaining two 3" pendants and resumed socketing of the 2" and 2-1/8" backstay cables. X31 continued reaming to enlarge bolt holes in bridge sockets. (5) Pacific Bridge Company installed 3" pendants on righting bents is #11 to 21, inclusive, except for 1 pendant on #13; continued tracing of bents; continued reaming out holes in bridge sockets on 2" and 2-1/8" backstays to fit bolts; continued installation of flood lighting on Ford Island; and continued testing and calibrating winches, as follows:

(a) Operated winch #8 under loads of 75,000, 43,200 and 20,200 pounds and determined currents and motor speeds for voltages from 240 to 100 volts on switchboard.

(b) Operated all other winches, except #1, 6, 17, and 18, at no load for breaking in. Continued repairs to motor gears from winches 1, 6, 17, and 18.

ARIZONA (1) Divers continued preparing Turret #2 for unwatering of gun chamber. Installing cover plates over blower openings in pit. (2) Divers cutting underwater scrap metal forward of frame #78. Removed 14 1/2 tons of scrap metal from ship. (3) Expect pump to be available for reinstallation in Turret #4 on 6 February.

UTAH (1) Continued removing fuel oil from water by skimming in access holes. (2) Divers fitted and cut the first section of airlock #5 extension to fit curvature of hull at fr. 105-106. (3) Divers searched for drop bolts on port airports to use in closing starboard airports on which drop bolts are missing. (4) Pacific Bridge Company surveyors established beach marks on ship taking soundings at and Ford Island in preparation for borings, and determining positions of anchorages on

February 6, 1943

Subject: Status of Salvage Work as of 0800 Today.

(5) Continued pumping gaseous water from #6 access hole. (6) Installed 6" pump at #3 access hole for removing gaseous water.

YO43 Undocked Marine Railway, went to Berth 12 for completion.

YO788 Arrived and docked Floating Dry Dock YFD2

CGC RELIANCE Arrived Floating Dry Dock

GARRET Arrived and docked Floating Dry Dock YFD2

TULURAN Arrived Berth 24 for repairs

Y?16
Docked Marine Railway.

K??
Completed and departed.

FARENHOLT Completed and departed.

February 7, 1943

OKLAHOMA

(1) Divers inspected turret #4 to determine whether there has been any vertical movement. Top of the turret is resting lightly in mud, and watershed spray seal is intact, indicating that holding down clips have supported turret during and after capsizing. (2) Continued fabrication of vertical loads for starboard blister flood piping and other preparations for installation. Installed air compressors; piping, and all control manifold on forward air control barge. (3) Shop 72 continued socketing backstay cables. (4) Maintained pressure on all sections of air bubbles. (5) Pacific Bridge Company continued work on righting bents; completed installation of 3" pendants; installed backstay cables as follows: 4 on #1 bent; 6 on #2, 4 on #3, 2 on #5, 7 on #16, and 4 on #21; installed forward, amidships, and after measuring, wire sheave frames and commenced construction of transit platforms; measured armature circuit resistance and continued no-load operation of winches and installation of flood lighting (12 lights in place); and removed test frame from #8 winch for installation and check tests on winch #15 or 16.

ARIZONA

(1) Divers continued installing cover plates on blower vents in gun pit, turret #2. (2) Divers continued cutting underwater scrap metal forward of frame #78. Removed 2 1/2 tons of steel scrap from ship and placed same scrap on quay to be cut in sizes to be handled by truck.

UTAH (1) Divers continued fitting lower section of airlock extension for use at frame 105-106. (2) Divers closed one airlock at frame 48, first lieutenant's office, also closed and partly dogged door in first lieutenant's office frame 48. (3) Continued removing fuel oil from water by skimming various access holes. (4) Continued construction of messing shelter on the 88. (5) Shop 99 rechecked donkey boiler on quay F-1 (6) Continued pumping gaseous water from #3 and #6 access holes.

UTAH (CONT) Continued installing floating walkway from ship to Ford Island.

???? Completed and departed.

YR16 Undocked Marine Railway, completed and departed.

???????O Docked Marine Railway.

February 8, 1943

OKLAHOMA (1) Maintained air pressure in all sections of bubbles. (2) Installed vertical leads of starboard blister flood piping, to top of blister at frames 41, 94 1/2, and 111. Divers assisted. (3) Shop 72 continued socketing backstay cables. (4) Pacific Bridge Company suspended operations for the day (Sunday).

ARIZONA (1) Divers continued closing ventilation openings in gun pit, turret #2. Inspected overhang of turret #2 to determine possibility of passing a collision mat under overhang close openings. (2) Divers continued cutting underwater scrap metal from frame #78 to bow. None removed from ship. (3) Received and installed in turret #4 and a 33 foot electric deep well pump. Unwatering of turrets #3 and #4 will begin as soon as electrical connections have been made.

UTAH (1) Continued removing fuel oil from water by skimming access holes. (2) Continued pumping Gaseous water from #3 and #6 access holes. (3) Divers completed closing door in 1st lieutenant's office, fr. 48. Also, door in passageway starboard side, fr. 48, main deck. Divers also searched for hatch in wardroom pantry. (4) Divers continued fitting lower section of airlock extension at fr. 105-106. (5) Continued constructing floating walkway from ship to Ford Island. (6) Completed messing shelter on Y.S.88.

PC586 Arrived Berth 17 for repairs and docking.

February 9, 1943

OKLAHOMA

(1) Maintained pressure in air bubbles. (2) Commenced erection of position batten on ship at frame 117. (3) X72 completed socketing of backstay cables. (4) Divers located and prepared to close vent line from drainage tank D-14 at frame 114, starboard and main deck. Plugged deck drain at frame 16, 2nd deck, starboard, with concrete; and rechecked security of vertical leads of starboard blister flooding piping. (5) Pacific Bridge Company continued work on righting bents; completed installation of backstays (8 each on bents #1, 18 and 20, and installed 1 backstay on #2, 3 on #3, 2 on #4, 1 #5, 7 on #19, and 2 on #21 ; continued flood lighting installation; commenced installation for load tests on winch #16; operated all operable winches at no load; and continued repairs to gears on winch motors #1,6, 17 and 18.

ARIZONA

(1) Connected deep well pump in turret #4 and began unwatering turrets #3 and #4. (2) Diver continued inspection of overhang of turret #2. Completed closing of ventilation openings in gun pit and commenced installation of gunport covers. (3) Divers continued cutting underwater wreckage forward, including structure around conning tower.

UTAH

(1) X99 completed installation of donkey boiler on quay F-11-S. (2) Divers completed fitting lower section of airlock extension at fr. 105 1/2. Sent to Shop 11 for attachment of flange. (3) Pacific Bridge Company continued surveying to establish the location of anchorages on Ford Island. (4) Divers closed the following airports, between main and upper deck, starboard side; Fr. 17 1/2, 16 1/2, 13 1/2, 10 1/2, 8 1/2. Divers also checked ports at fr. 7 1/2 and 11 1/2 and found closed. (5) Continued skimming fuel oil from water in the various access holes.

GARRET

Undocked YFD2, completed and departed.

CGC RELIANCE Undocked YFD2, completed and departed.

YO788 Undocked YFD2, completed and departed.

USAT ????? Docked, YFD2.

Y?516 Launched this date.

February 10, 1943

OKLAHOMA

(1) Maintained pressure in air bubbles. (2) Divers completed closing vent line from drain tank D-14 at frame 114, starboard, main deck. Determined position of the mainmast as follows: One side of machine gun platform on top of maintop is projecting about 7' above above mud approximately 55' out beyond starboard side of main deck. The M.S. platform has a slope of 15 degrees from vertical back toward the ship. The mast legs are bent or broken submerged in the mud. (3) Erected position batten temporarily at frame 117 for test sights with transit. (4) Pacific Bridge Company continued work on righting bents; completed erection of transit platforms and measuring wire sheave supports at forward and after position stations; completed installation and wiring lights on Ford Island installed test frame and weights for calibration tests on winch #16; installed backstay cable on #2 tent, 1 on #3, and 3 on #5. Commenced setting up on backstay cables hand tight. Made preparations for overhauling and connecting righting tackles.

ARIZONA (1) Divers continued closing up turret #2 for unwatering gun chamber. Installing covers on gun ports. Took measurements and ordered wooden plugs to close three inspection openings in r? table. Closed ventilation ducts in Officer's Booth. (2) Divers continued cutting underwater scrap metal forward of frame #78. Removed 9 tons of scrap metal from ship. (3) Continued pumping from #3 and #4 turrets with one pump and repairing the other pump. Also, repaired temporary ventilation doors for turret #3 in preparation for further work on removals of turrets #3 and #4. (4) Received job order covering Yard work on removals of turrets #3 and #4. Design of cofferdam around #4 barbette not included on plan will be done by Salvage Section.

UTAH (1) Divers made exploratory dive in #6 access hole fr. 85 1/2. Divers descended to blower room

February 10, 1943

C-43 by opening hatch (fr. 86 1/2), from C-19 into C-47 and door (fr. 86) into C-43. (2) Pacific Bridge Company checked ten previously established bench marks and found no appreciable variation in position of ship. (3) X11 began fitting and cutting hatches in preparation for installing in access holes in bottom of ship. (4) Continued skimming fuel oil from water from various access holes. (5) Completed details for messing facilities on the YS88.

Yp515 Arrived for minor repairs.

February 11, 1943

OKLAHOMA

(1) Maintained pressure in air bubble.

(2) Completed piping insulation on forward air control barge. (3) Divers completed examination

of foremast and found foretop house partially buried in mud with bottom about 54' out from starboard side of upper deck and inclined 10 degrees from vertical away from ship. Bottom of house projects above mud about 4'6". Divers also searched for air leakage coming from under the ship.

(4) Continued preparations for observations and communications during righting operations. (5) Pacific Bridge Company has completed rigging of backstay cables except for 1 on #19 bent, and 2 on #21; has taken slack out of all backstays from #1 to #17 bents inclusive: Continued shimming of joints in thrust members and other work on bents; commencing piping for compressed air to operate temporary winches for overhauling and connecting righting tackles; operated righting winch #16 under load of 68,000 pounds for calibration and found somewhat greater amperage required than on #8; continued no-load operation of operable winches, and the regular repair and alignment of gears on four winch motors.

ARIZONA

(1) Divers continued installing covers on gun ports of turret #2 and blanking off ventilation ducts in turret #2 gun chamber. (2) Divers investigated feasibility of removing wreckage from under overhang of turret #2 to clear for plugging of ventilation holes in overhang. (3) Discontinued pumping turrets #3 and #4 to make repairs to deep well pump. (4) Divers cutting scrap metal underwater forward of frame # 78. None removed from ship.

UTAH (1) Continued pumpng gaseous water from #3 access hole. (2) Continued skimming fuel oil from the water in the various access holes. (3) X99 operated and tested donkey boiler on quay F-11-S. (4) X11 continued fitting and cutting hatches for access holes. (5) In access hole #6, divers began removing battle bars in hatch in vent trunk between C-43 and C-105. One bar required cutting by electric arc. (6) Continued fitting and drilling plate covers for fuel oil access holes.

?????? Arrived Berth 13 for repairs.

February 12, 1943

OKLAHOMA (1) Divers drilled and tapped holes for strongback to reduce air leakage from airport at frame 86, starboard. (2) Maintained air pressure on all sections of air bubbles. (3) X63 manufacturing timbers for position battens. (4) Pacific Bridge Company completed rigging and taking up slack in backstay cables; completed preparations and overhauled righting tackle #1; continued work rigging on righting bents; continued operation of winches at no load and repair of gears on four winch motors.

ARIZONA (1) Divers continued installing covers on gunports of turret #2. (2) Diver continued clearing wreckage under overhang of turret #2 in preparation for blanking off holes in bottom of overhang (3) Resumed pumping operations in turrets #3 and #4. (4) Recovered a short section, (approx. 15 feet) of anchor chain. (5) No scrap metal removed from ship.

UTAH (1) Continued pumping gaseous water from #3 access hole. (2) Continued skimming fuel oil from the water in the various access holes. (3) Continued fitting and cutting hatches for excess holes, and fitting and drilling plate covers for fuel oil access holes. (4) Drilled holes into B-1-23 from B-1-13 to B-1-11, in preparation for removing oil from B-1-2?. (5) In access hole #6, divers continued cutting battle bars in vent trunk between C-43 and C-105.

????T Arrived Berth 5 for repairs and alterations.

?????E Completed and departed.

February 13, 1943

OKLAHOMA (1) Maintained pressure in air bubbles. (2) Divers continued work to reduce air leakage from 2nd deck airport at frame 86, starboard. (3) Commenced erection of after position batten at frame 117. Made preparations for installing air hose to ground control barges. (4) Pacific Bridge Company overhauled righting tackles #2 and #3 and set hauling blocks of #1, 2 and 3 tackles on quay F-5-S; commenced manufacture of mud wave battens; installed an additional sheave on each measuring wire support frame on Ford Island; and continued no load operation of winches and repair of four winch motor gears.

ARIZONA (1) Divers continued installing and making tight covers on gunports, turret #2. Diver worked under wreckage of drip pan overhang of turret and ventilators so that openings in overhang may be closed. (2) Continued pumping in turrets #3 and #4. Expect 150 ton crane to be available to remove turret #3 side armor plates today, after which temporary ventilation will be reinstalled and work started toward removal of at turret. (3) Divers continued cutting underwater scrap metal forward of frame #78. Removed 6 tons of scrap steel and about 30 feet of anchor chain.

UTAH (1) Continued pumping gaseous water from #6 access hole. (2) Continued fitting and cutting hatches for access holes, and fitting and drilling plate covers for fuel oil access holes. (3) Continued skimming fuel oil from the water in the various access holes. (4) In access hole #6 divers completed the removal of battle bars in vent trunk in C-43, opened W.T.D. from C-105 to C-107. (5) Pacific Bridge Company core-boring barge arrived and prepared to take soil boring in vicinity of ship. (6) Commenced making model of ship for diver's guidance.

??? Undocked YFD2, completed and departed

??? Arrived Berth 23 for miscellaneous repairs

??? Completed and departed.

??? Arrived Berth 13 for repairs and alterations.

??? Arrived Berth 15 for repairs.

??? Arrived Berth 15 for repairs.

February 14, 1943

OKLAHOMA (1) Divers continued work on stopping air leakage from 2nd deck airport, frame 86, star board. (2) Continued preparation of hose for connection of air control barges to ship. (3) Maintained pressure in all sections of air bubbles (4) Continued preparations for taking and analyzing during righting operations. (5) Pacific Bridge Company overhauled righting tackle #4 to quay P-5-S; connected 3" pendants from righting bents #1 and #2 to righting tackles; and continued no load operation of winches and repair winch motor gears.

ARIZONA (1) Divers caulked around gunport covers and began closing openings around rammers, #2 turret.
(2) Installed 10" pump, for unwatering turret #2.
(3) Divers continued cutting underwater scrap metal forward of frame #78. None removed from ship.
(4) removed side armor plating from turret #3.
(5) Continued pumping in turrets #3 and #4.

UTAH (1) In access hole #6, divers opened W.T.D. from C-105 to Blower room C-1; W.T.H. at frame 85 from C-1 to 2nd deck; opened W.T.D. to 2nd deck passage, starboard side, and three sheet metal doors into dental office. (2) Continued pumping gaseous water from #3 and #5 access hole; (3) Continued skimming fuel oil from the water in the various access holes. (4) Continued drilling and fitting plate covers on the fuel oil tank access holes. (5) Pacific Bridge company coreboring barge began operations for forward of bow toward shore. (6) Drilled small hole in bulkhead between A-9 and A-8. Pressure in A-8 was 5 lbs. per square inch (45- explosive gas); (7) Installed two air valves volume tanks on ship for divers' use.

??? Completed and departed.

??? Docked, Floating Dry Dock YFD2.

???ULE Docked, Floating Dry Dock YFD2.

???45 Arrived Berth 2.

???747 Arrived Berth 12.

??? Arrived Berth 12.

??? Arrived Berth 16.

February 15, 1943

OKLAHOMA (1) Maintained air pressure in all sections of air bubble. (2) Commenced construction of house over manifold on forward air control barge and completed preparation of air hose for both air control barges. Continued erection of position battens on ship. (3) Pacific Bridge Company suspended work for the day (Sunday.)

ARIZONA (1) Commenced pumping turret #2 gun chamber with 10" pump, but leakage probably through turret overhang limited drop in water level to about 6". Additional pumps will be used. Also, diver continued clearing area under overhang to allow access for plugging ventilation holes in overhang from outside. (2) Divers cutting underwater structure around conning tower tube. (3) In preparation for work in turrets #3 and #4, began installation of temporary ventilation system in #3 turret recaulking (by diver) of watershed of #4. (4) Divers continued cutting steel wreckage forward. None removed .

UTAH (1) In access hole #6, divers closed the following airports starboard side between 2nd and main decks: frs. 84 ½, 85 ½, 86 ½, 88 ½, ½, 91 ½, 92 ½, 95 ½, 97 ½, 99 ½, 101 ½, 103 ½, and 104 ½. (2) Continued pumping gaseous water from #3 and #5 access holes. (3) Continued skimming surface oil from the water in the various access holes. (4) Continued cutting and fitting hatch plates in airlock access holes.

MONAGHAN Completed and departed.

MORRIS Undocked Marine Railway, went to Berth 43 for completion.

??? Docked Marine Railway.

??? Arrived and hoisted out for repairs to propeller.

February 16, 1943

OKLAHOMA (1) Divers measured depths to air connections to the various sections of auxiliary air bubble. (2) Continued erection of house on forward air control barge and supports for after position batten. (3) Pacific Bridge Company continued operation of winches at no load; reinstalled four winch motors after repair; connected 3"pendants from bents #3 and #4 righting tackles, and took up some slack in #1 tackle.

ARIZONA (1) Lowered water level in turret #2 sufficiently to uncover roof beams, and resumed cutting beams to free armor plates for removal. Diver continued clearing wreckage from under overhang. (2) Continued pumping turrets #3 and #4. Diver completed recaulking to improve tightness of watershed around turret #4. Continued installation of a temporary ventilation system in turret #3. (3) Divers continued cutting underwater wreckage forward. None removed.

UTAH (1) Continued skimming fuel oil from the water in the various access holes. (2) Continued pumping gaseous water from #5 access hole.
(3) In access hole #6 divers attempted to reach airport on starboard side between 2nd and main decks in the engineer's office and laundry, but locked doors and dislocated machinery delayed the operation. Closed airport at frame 89 ½, starboard, between main and 2nd decks. (4) Pacific Bridge Company barge continued operations forward of ship's , t. (5) Pacific Bridge Company surveyors resumed operations on establishing location for beach anchoring.

COMET Arrived Berth 1 1/2 prior to docking.

SWAN Arrived Berth 1/12 for two (2) 20 m.m. guns.

YF269 Completed and departed.

February 17, 1943

OKLAHOMA

(1) Divers punched 5/8" hole (with power velocity gun) and reamed hole to 1" diameter in bottom of each of the following port blister compartments to test for flooding and in preparation for later unwatering port undamaged blister compartments by air pressure to assist in final righting of ship:

<u>Compartment</u>	<u>Location of hole</u>
D-130-LB	fr.117
D-126-LB	fr.107
D-124-LB	fr.103
C-126-LB	fr. 97

(2) Completed erection of after position batten (fr.117) and commenced erection of forward batten (fr.29), Prepared forward air control barge to receive air hose. (3) Maintained pressure in all sections of air bubbles. (4) Pacific Bridge Company took in slack on righting tackles and pendants #1 to #4 inclusive, and prepared to overhaul and connect #5; reinstalled motors on winches #1, 6, 16 and 17 and operated all winches at no load; tested and calibrated ammeters and voltmeters on winch control switchboard and removed ammeters #1, 3, 4, and 7 for repairs.

ARIZONA

(1) Continued pumping gun chamber of turret #2. Divers continued cutting roof beams. Haviside Crane removed section of roof armor just aft of key plate and installed deep well electric pump to increase pumping capacity. Diver continued clearing wreckage from under overhang to allow plugging ventilation holes. (2) Continued pumping turrets #3 and #4, and ventilating turret #3. Diver worked in handling room and magazines to reduce leaks, including replacement of ventilation cover. (3) Divers continued cutting underwater wreckage forward, Placed about 4 tons of steel scrap on quay for reduction in size for handling, by truck to Makalapa.

UTAH (1) In access hole #6, divers worked on opening locked and blocked doors to gain access to the laundry and engineer's office to close airports. (2) Pacific Bridge Company's soil boring barge continued operations. Moved into the fourth location - fr.25 between ship and F-11-N. (3) Began laying out drilling and chipping openings in the following fuel oil tanks: B-11-F, B-15-F, B-19-F, B-23-F, and B-1-2F. (4) Continued skimming fuel oil from the water in the various access holes. (5) Continued pumping gaseous water from #3 access hole.

February 17, 1943

YO21 Arrived for repairs to circulating pump and docking.

DARING Arrived for installation of muffler.

ATT????A Completed and departed.

??????? Undocked Floating Dry Dock YFD2, went to Berth 3 for completion.

YR21 Undocked Floating Dry Dock YFD2, completed and departed.

February 18, 1943

OKLAHOMA (1) Divers cut drainage hole for water use in bottom of port blister compartment C-124-1B(fr.93) and C-120-LB (fr. 83) and found hole due to damage in bottom of C-122-LD. (2) Continued erection of forward position batten. (3) Maintained pressure on El/ 500m tions of air bubbles. (4) Continued preparations for taking and analyzing observations during righting operations. (5) Concrete laboratory continued model tests. (6) Pacific Bridge Company overhauled #5 righting tackle, connected the 3" pendants from #5 bent, and took up some slack; prepared #6 tackle for overhauling and placed #6 pendants in readiness for connection to load; commenced installation operated all winches at no load of communication system for observation stations; and continued manufacture of mud wave battens.

ARIZONA Divers continued cutting on overhead beams in turret #2 to free roof plates for lifting. Deep well pump in turret #2 could not be set in place because of obstruction near bottom of pit. Pump was removed and obstruction will be cleared. Continued pumping with gasoline-driven salvage pumps. (2) Divers cutting underwater scrap forward of frame #78. None removed from ship. (3) Divers removed several sacks of chinaware from J.O. pantry. (4) Continued pumping turrets #3 and #5; #4, ventilation turret #3. Shipwrights measured across area in shell deck where lifting guides are to be installed. Expect to begin manufacturing guides today. Checked wiring and piping to be removed from bulkhead at point where cut in to be made to separate upper and lower At end of day, discontinued pumping sections of turret to allow turrets to flood, and dives to remedy leaks through magazine doors after flooding has relieved to the laundry, access hole #6 divers opened door to the laundry.

UTAH (1) In access door to 1 entered and closed the following ports: Frs. 70 1/2, 73 1/2, 75 1/2, 78 1/2, and 2nd 77, and 78 1/2 between Main and 2nd decks, starboard. (2) Pacific Bridge Company's soil boring barge continued operations. (3) Continued pumping gaseous water from #3 access hole. (4) Continued skimming oil from the water in #6 access hole. (5) Continued drilling and chipping openings in the following fuel oil tanks: B-11-F, B-15-F, B-19-F, B-23-F, and B-17-1F.

February 19, 1943

OKLAHOMA

(1) Divers continued cutting drainage holes in bottom of port blister sections. Cut holes in sections A-146-LB (fr.37), A-144-LB (fr.33), and A-142-LB (fr.28). All sections in between C-120-LB and A-142-LB showed evidence of rupture (fr.28). All sections in between C-120-LB and A-144-LB showed evidence of rupture due to torpedo damage, making drainage holes unnecessary. (2) Welded eyes on one end of each backstay connection pin on starboard blister to facilitate recovery when removed underwater. (3) Continued erection of forward position batten and of house over manifold on forward air compressor barge. (4) Maintained pressure in all sections of air bubbles. (5) Concrete laboratory continued righting tests on model. (6) Pacific Bridge Company overhauled #6 righting tackle and connected to the 3" pennants from ship. Delay was encountered due to necessity for renewing damaged worm wheel on winch on rigging barge. Operated righting winches at no load.

ARIZONA (1) Divers cutting away primer gun's platform to clear way for deep well pump, turret#2. Removed wreckage under overhang of #2 turret to allow diver working space for plugging holes in overhang. (2) Flooded #3 turret space for plugging holes in overhang. Flooded #3 and #4 turrets while diver closed off two air test openings and closed magazine door to reduce leakage. Resumed pumping. Turrets unwatered satisfactorily. (3) Shipwrights began manufacture of lifting guides and shoring for turret #3. Cut timbers to length and sent to shop for shaping and drilling. (4) Diver recovered some silverware from J.O. Hg.s. (5) Divers continued cutting underwater scrap forward. None recovered.

UTAH Pacific Bridge Company soil-boring barge continued operations, and surveyors continued establishing location for anchorages on Ford Island. (2) Continued pumping gaseous water from #3 access hole. (3) Continued skimming fuel oil from the water in the various access holes. (4) Began locating and laying out starboard blister accessholes. (5) In access hole #6, divers closed two airports in Engineer's Office, frs. 80 1/2 and 81 1/2, between main and 2nd decks, starboard. These divers also examined an attempted to close W.T.D. in bulkhead, fr. 106 starboard and ammunition hoist at fr. 105, starboard, between 2nd and main decks. Divers also checked airports starboard side to ascertain tightening and obtained measurements for blasting of scupper frame.

February 19, 1943

???ING Completed and departed.

McFARLAND Completed and departed.

??? Undocked Dry Dock #3, went to GD4 to redock 20 Feb.

??? Undocked Dry Dock #3, went to Berth 1 for completion

???T Arrived Berth 1 for repairs to crank shaft.

???LLETT Arrived for Ordnance repairs.

??????? ???Y Completed and departed.

February 20, 1943

OKLAHOMA

(1) Divers enlarged drainage holes to 3" diameter of blisters A-142-LB, A-144-LB, A-146-LB, C-120-LB, and C-124,-LB by arc cutting. For the remainder of blisters, holes will be reamed to 1 1/2" diameter to avoid all underwater explosions due apparently to fuel oil. No damage done. (2) Completed erection of forward position batten on ship. (3) Maintained pressure in all section of air bubbles. (4) Continued righting tests on model at Concrete laboratory (5) Pacific Bridge Company overhauled righting tackles #7 and #8 and connected them to the 3" pendants from ship continued no load operation of winches; and completed wiring installation for communication system for observation stations.

ARIZONA (1) In turret #2, divers removed platform interfering with pump installations, and continued cutting to free roof plates for removal. Closed hatch in overhang and completed clearing wreckage in way of ventilation holes under overhang. (2) Continued pumping turrets #3 and #4. Diver investigated for sources excessive leakage in turret #3. Received timbers for installation of guides for lifting turret #3. Continued clearing arm for upper cut through #3 turret structure and commenced cutting holes for lifting pad bolts in gun girders. (3) Divers continued cutting underwater wreckage forward. None removed.

UTAH (1) In access hole #6, divers closed ammunition hoist fr. 105 starboard, between 2nd and main decks; Checked and found closed W.T.H. fr. 103 centerline, 2nd deck closed and secured W.T.H. fr. 103-104, port side, 2nd deck; examined supply ventilation trunk fr. 103 starboard, between 2nd and main decks to determine means of closing; and removed scupper lip from scupper fr. 80 starboard, in preparation for installing blank. (2) Continued pumping gaseous water from #3 access hole. (3) Divers began installing protective housings on ends of propeller shafts. (4) Continued drilling out plating for access openings into starboard blister compartments. (5) Pacific Bridge Company's soil-boring barge continued operations.

????? Arrived Berth 2.

?21 Docked Marine Railway.

INV????IBLE? Docked Dry Dock #3.

McFARLAND Docked Dry Dock #3.

PC 556 Docked Dry Dock #3.

??????? Undocked Marine Railway to Berth 20 for completion.

??745 Completed.

??747 Completed.

??40 Completed this date.

21 February, 1943

OKLAHOMA (1) Divers located and plugged with concrete ventilation trunk at frame 63 upper deck to stop leak from main deck air bubble. Investigated leaky airport covers, particularly at frames 82 and 86, starboard. Also investigated and found open W.T. doors 61-85-295 (fallen off) and 1-85-293 (warped) in bulkhead at break of deck. Expect to replace and close #1-85-295 to prevent air leakage when ship rolls. (2) Completed house for manifold on forward air control barge. (3) Maintained pressure in all section:: or air bubble. (4) Pacific Bridge Company overhauled and connected righting tackles #9, 10, and 11 to 3" pendants to ship. Continued no load operation of righting winches.

ARIZONA (1) In access hole #6, divers dogged down 3 of 6 dogs on the closure of the 5" ammunition hoist at fr. 105, starboard side of the 2nd deck. Two dog nuts were missing and divers one nut to topside for sample in replacing same. Found door to ventilation trunk at Z. 103 starboard side 2nd deck open but a trunk in the trunk prevents entering to check for a closure, W.T.H. at fr. 95 in starboard side of 2nd deck open and clear for closing; W.T.H. a fr. CI in starboard side of 2nd deck open but ladder is wedged in the opening; opened door to armory and door to the locker in the armory; opened door to library and found no openings in the 2 vent trunks in the library. W.T.H. at fr. 83 amidships, 2nd deck, is open down in to a trunk and may be held by damaged structure requiring cutting. (2) Divers continued installing housing on propeller shafts. (3) Continued pumping gaseous water from access hole #3. (4) Cut opening in starboard blister at fr. 70 1/2 into void B-79-2-V. (5) Pacific Bridge Company's soil boring barge continued operations. (6) Continued skimming oil from diver's (7) Continued access holes and pumping it into B-7-F. construction of divers' Guidance Level of USS UTAH

Tri-ar (1) Continued pumping turret #2 to lower water level. Divers cutting overhead beams to free roof plates. Closed armored hatch in overhang. Diver continued plugging holes under overhang. (2) Continued pumping turret 3 and #4. Shipfitters clearing bulkheads of shall do for laying out cut for separation of upper and lower sections of turret #3. Ordered additional pump for turret #3. (3) Divers cutting wreckage forward of frame #78. No scrap removed from ship.

February 21, 1943

Y?S

Completed and departed.

???AU Completed and departed.

WARD Arrived Berth 12.

BENNETT Completed and departed.

W.T.B. 20 Arrived and hoisted out for inspection.

???O Completed and departed.

PC590 Arrived Berth 18.

February 22, 1943

OKLAHOMA Divers reamed to 1 1/2" the drainage hole in each of the following port blister sections: C-126-LB, D-124-LB, D-126-LB, and D-130-LB. This completed the enlarging of port blister drainage holes. (2) Began erection of clinometer as auxiliary means of observing angular position of ship. (3) Maintained pressure on all sections of air bubbles. (4) Pacific Bridge Company suspended operations for the day (Sunday). Corrected statement of report of 1 Feb, as to status of righting tackles, is as follows: Tackles #1 to 10 inclusive have been hauled out and connected to 3" pendants to ship. All tackle is ready for hauling out and 3" pendants from ship are in position for connection to tackle.

UTAH In Access hole #6, divers investigated skylight between 2nd and main decks and ventilator in possible closure, also ventilator supply ducts in barber shop, fr. 90 between 2nd. and main deck and ventilator in newstand fr. 86 1/2 for possible closure. No way of closing was discovered. These divers check and found open the port hatch fr. 53, 2nd deck. Quickest method of closing was determined. At fr. 77 1/2 divers investigated ventilator supply blower, 2nd deck, for possible closures but discovered none. At fr. 72, 2nd deck, divers closed W.T.D. starboard side. Between 2nd deck and 1st platform divers found W.T.D. from C-? to radio transmitter room, fl. 85 1/2, W.T.D. from B-1 to C-108 all open. (2) Pacific Bridge Company's soil boring barge continued operations. Continued pumping gaseous water from #3 access hole. (4) Began pumping skimmer oil from diver's access holes to Intrepid. (5) Continued construction of diver's Guidance Model of USS UTAH.

ARIZONA (1) Continued pumping turret #2. Divers continued cutting overhead beams and roof plate just forward of key plate is ready for lifting. Diver continued plugging holes in bottom of overhang turret #2. (this area about 50 percent closed.) Set deep well pump in place in turret #2. (2) Shipfitters continued clearing wiring and piping in preparation for laying out cut separate upper and lower section of turret #3. Shipwrights continued preparing wooden guides for assembly and installation in shell deck. Continued pumping turrets #3 and #4. (3) Received lifting pads for conning tower tube but no bolts. (4) Divers cutting underwater wreckage at about frames 22, 52, 68 and 66. Also cutting to free center wildcat. No scrap removed.

February 23, 1943

OKLAHOMA

(1) Divers were unable to find door 1-85-295 which had fallen off into mud. Removed door 0-85-317 for use in closing opening 1-85-295. (2) Placed anchors for forward and after air control barges. Continued erection. Continued erection of clinometer.

(3) Maintained pressure on all sections of air bubbles.

(4) Pacific Bridge Company hauled out righting tackles #11 and #12 and connected to 3" pendants from ship. Prepared #13 tackle for overhauling, and hauled out 3" pendants to position ready for connection. operated winches at no load.

UTAH

(1) In access hole #6, divers completed closing W.T.D. in bulkhead at frame #72, starboard between 2nd and main decks (armor door not closed). These divers investigated ventilation trunks in blower room, C-1 Fr. 84-85, but discovered no means of closing. In C-100, stbd. Fr. 82 those divers worked on removal of ladder obstructing the W.T.H. in 2nd deck. (2) Continued pumping gaseous water blister void, C-39-1-V, for inspection of structure.

(4) Continued drilling and venting for access to fuel oil tanks to remove fuel oil, if found. (5) Continued construction of divers' guidance model of USS UTAH. (6) Continued skimming fuel oil from the divers' access holes and pumping to the INTREPID. (7) Pacific Bridge Company's soil boring barge. continued operations.

ARIZONA

(1) Continued pumping turret #2. Diver completed plugging ventilation holes in overhang. Manufactured discharge rope and flange for electric deep well pump. Lashed deep well pump together with 10" and 6" gasoline pumps in turret #2. Lowered water level, sufficiently to determine location of several leaks. Divers changed shoring of power hoist covers.

(2) Continued pumping turrets #3 and #4. Shipfitters continued clearing area for laying out cut at point where turret #3 is to be separated for lifting, and fitting metal parts to wooden lifting guides. Shipwrights making up and fitting lifting guides.

(3) Divers jetted mud from damaged area forward of frame 22, cut underwater wreckage at bulkhead #20, completed freeing center wildcat for removal; continued cutting for removal of conning tower foundation, and continued cutting for removal of wreckage projecting beyond side of ship at frame 66.

23 February, 1943

SOHLEY

Arrived Berth 12 for camouflage painting.

PERIDOT

Completed and departed.

SALT LAKE

CITY

Completed and departed.

February 24, 1943

OKLAHOMA

(1) Divers continued work on installing door to close #1-85-295 in break of deck. (2) Continued Installation of clinometer. Moored forward air control barge in place. (3) Maintained pressure in all sections of air bubbles. (4) Pacific Bridge Company hauled out and connected #13 righting tackle to pendants. Hauled out #14, 15 and 16 tackles out to lighter in preparation for connecting to 3" pendants. Operated winches at no load and completed installation of communication system for observations except at four Stations not ready.

UTAH

(1) In access hole #6, divers cut away ladder obstructing the armored W.T.H. in the 2nd deck, starboard, C-100 in preparation for closing hatch. Divers also cut a deformed bulkhead stiffener obstructing the armored W.T.H. fr, 82 in C-103, 2nd deck on center line. (2) Continued skimming fuel oil from divers' access holes and pumping to Intrepid. (3) Installed diver's volume air tank on Y.S.88. Began pipe collections for same. (4) Continued drilling and venting openings in starboard blister. (5) Continued pumping gaseous water from #3 access hole. (6) Pacific Bridge Company's soil boring barge continued operations.

ARIZONA

(1) Divers worked in turret #2 stopping leaks disclosed by lowering of water level by pumping. (2) Shipwrights continued making up and fitting wooden guides to be installed in shell deck, turret #3. Shipfitters and drillers continued fitting metal face pieces on guides. Installed muffler on Diesel engine of pump in turret #4, and continued pumping turrets #3 and #4. (3) Divers recovered center wildcat and about six tons of scrap steel at fr.20. Continued underwater cutting as follows: damaged bulkheads on 3rd deck at fr. 24, port; bounding angle around conning tower tube; upper deck projecting over side at fr. 66, port; and superstructure deck aft of conning tower, port side.

ONTARIO Docked Marine Railway.

YO43 Completed and departed.

RHODOLITE Undocked Marine Railway, completed and departed.

MAURY Completed and departed.

February 25, 1943

OKLAHOMA (1) Divers continued operations to install door #1-85-295, made difficult by lack of working space to hang chainfalls. (2) Continued work of connecting forward air control barge to ship's air bubble section. Continued erection of clinometer. (3) Maintained pressure in all sections of air bubbles. (4) Pacific Bridge Company connected righting tackles #14, 15 and 16 to 3" pendants to ship. Hauled out tackle #17 ready for connection. Operated winches at no load.

UTAH (1) On starboard blister fr.77, divers installed plate to close scupper outlet to retain air bubble. (2) Completed opening access hole in starboard blister fr.51; installed a pump therein; and confirmed drilling and venting the other access holes in starboard blister compartments. (3) Continued pumping gaseous water from #3 access hole. (4) Continued skimming fuel oil from access holes. (5) Drilling and venting for access holes to C17-1-F, C-19-1-F, and A-87-F. (6) Continued connecting piping to diver's air volume tank on V.S.88. (7) Pacific Bridge Company's soil boring barge continued operations.

ARIZONA (1) Diver continued closing leaks in turret #2, revealed by pumping down about 6 feet. (2) Continued pumping turrets #3 and #4. Continued making up lifting guides for turret #3. Continued clearing door for placing shoring. Continued clearing area for laying out cut at point where turret is to be separated. Removed elevating transom casting from turret #3. (3) Divers cut wreckage at fr.20, recovered anchor lost by Yard crane YD68; attempted lift with YD68 at upper deck about fr.45, portside; cut on structure around conning tower central tube; cut on wreckage overhanging side at fr.66, port. (4) Removed small amount of scrap steel (about 200.)

YT146 Arrived Berth 20 for repairs.

PIKE Left Yard for Sub Base to return for armature.

26 February, 1943

OKLAHOMA

(1) Divers secured in place with three dogs, door 1-85-295. (2) Continued connecting forward air control barge. Three hoses are now connected. Continued erection of clinometer at bow of ship. (3) Maintained pressure in all sections of air bubbles. (4) Pacific Bridge Company connected righting tackle #17 to 3" cables and hauled out tackles #18 and #19 to approximate positions for connecting. Ran winches at no load for breaking in purposes.

UTAH (1) In access hole #6, divers closed and secured the armored W.T.H. in the 2nd deck in C-100-S. Also, started rigging chain falls in preparation for closing W.T.H. in C-103. (2) Continued cutting access hole and venting starboard blister. (3) Continued pumping gaseous water from #3 access hole. (4) Continued skimming fuel oil from the various access holes. (5) Connecting piping to divers' air volume tank on Y.S. 88. (6) Pacific Bridge Company's soil boring barge continued operations.

ARIZONA (1) Diver continued closing leaks in turret #2 gun chamber. Water level lowered to approximately 4 ft. from top of side armor. (2) Continued pumping turrets #3 and #4. Installed a 44' electric deep well pump in turret #3. Continued making up lifting guides for turret #3. Clearing space at circle deck for placing shoring to support lower section of turret. Clearing area for laying out cut at point where turret is to be separated. (3) Divers recovered 69 gas masks, Mark III, from compartment d-311. Masks delivered to berth 5 for disposal. (4) Divers jettied mud and silt from wreckage at frame 20, port; cut on wreckage in same area; attempted to lift large section of steel outside ship at fr. 30, starboard; and cut on wreckage aft of conning tower. About 6 tons of scrap metal removed from ship.

ONTARIO Undocked Marine Railway, went to Berth 13 for completion.

??? Arrived Berth 6 for repairs.

Completed and departed.

ALLEN

February 27, 1943

OKLAHOMA

(1) Divers worked on reducing air leakage from 2nd deck port at frames 82-83. (2) Connected forward air control barge to air bubble section H-1, H-2, and H-3; and applied air from this barge. Made final alignments of position battens and marked same. (3) Maintained pressure on all sections of air bubbles. (4) Pacific Bridge Company connected 3" cables to tackles #17, 18, 19 and 20. Ran winches at no load for breaking in purposes.

UTAH (1) In access hole #6, divers closed and secured the armored W.T.H. in C-103 in 2nd deck centerline. These divers also inspected the W.T.D. in C-103 (fr.84) to C-106 to determine method of closing. (2) On starboard blister, cut access holes in the following locations: Fr. 45-46 in A-74-1-V, Fr. 56-57 into B-34-1-V, and Frs.63-64 into B-38-1-V. (3) Continued pumping gaseous oil from #3 access hole. (4) Continued skimming oil from the access holes. (5) X56 continued connected piping to divers' air volume tank. (6) X99 installed 2 welding machines with water resistance vat on divers' pontoon float for use in underwater arc-cutting. (7) Pacific Bridge Company's soil-boring barge continued operations.

ARIZONA (1) Divers recovered one sealed can of gas masks (6 masks). Masks appear to be in good condition. Also, divers working in turret 4 closing water leaks. (2) Continued pumping turrets #3 and #4. Began installing lifting guides in turret #3. Began laying out line for cut to separate upper and lower sections of turret. Instructed X63, start fabrication of material for cofferdam frame #4. (3) Divers cut underwater wreckage of turret #2, fr.60; cut wreckage in forecandle about fr. 20; Inspected overhang of turret #2 leaks; and cut overhanging wreckage at fr.66, port. No scrap metal removed.

SEAGULL Completed and departed.

YO24 Completed and departed.

YT146 Completed and departed.

?????O Completed and departed.

YS24 Launched, this date.

28 February, 1943

OKLAHOMA (1) Divers installed additional strongback on leaky airport cover at frames 82-83, and drilled holes for additional strongback at frame 90. (2) Completed connection of forward air control barge except for temporary arrangements for air supply while shifting after barge to final location. Prepared hose for connecting after air control barge. (3) Completed installation of clinometer forward on ship. (4) Maintained pressure on all sections of air bubbles. (5) Pacific Bridge Company hauled out and connected righting tackle #21, thus completing this operation for all tackles. Connected the hauling ends of all tackle to the righting winch drums and commenced operation of winches working from winch #11 progressively by pairs of winches toward #1 and #21, to take out slack in righting tackles with hauling (outer) blocks resting on barges and floats. Commenced slotting end plates of head castings on righting to allow lifting out of pins for removal of bents at about 80 degree position of ship.

UTAH (1) In access hole #6, divers closed and secured the W.T.D. Door from C-103 to radio transmitter room between the 3rd deck and 2nd deck. These divers also inspected the W.T.H. in C-112, fr. 93, in the 2nd deck to determine method of closing. (2) Continued skimming fuel oil from the access holes and pumping to the Intrepid. (3) Continued pumping gaseous water from #3 and #6 access hole. (4) On the starboard blister, cut access hole in A-89. (5) Pacific Bridge Company's soil boring barge continued operations.

ARIZONA (1) Lifted armor plate #T-2 from roof of turret #2. (2) Continued pumping turrets #3 and #4 and installing lifting guides on shell deck. Made preparations for placing shoring on circle deck. Laid out line for cut to separate upper and lower sections of turret. (3) Divers resurveyed section of forecastle deck over starboard bow; cutting on bulkheads on forecastle deck fr.21 port; cutting structure around conning tower central tube and boat deck aft of #2 turret to clear way for later removal of guns from #2 turret; and completed cutting overhanging wreckage at fr.66, port. No scrap removed from ship.

March 1, 1943

OKLAHOMA

(1) Divers continued work to reduce air leakage from airport, frames 70-71, 2nd deck, by installation of strongbacks. (2) Moored after air control barge in position for use during: righting, and relocated the forward barge to a corresponding position forward. (3) Shifted the shore power connection to the new location of the after barge, and ran temporary lighting connection to the ship. (4) Maintained pressure in all sections of air bubbles, utilizing air from forward barge for all sections during shifting of after barge. (5) Concrete laboratory continued model tests with 10 degree special reference to the range between 30° and 10° positons. (6) Pacific Bridge Company operated winches to continue taking slack out of righting tackles with the hauling blocks resting on barges and floats.

UTAH

(1) In access hole #6, divers began burning or cutting access hole in bulkhead at fr. 92 between 3rd and 2nd decks from C-106 to C-112 to gain access to armored W.T.H. in C-112. This W.T.H. is one foot to port of centerline in 2nd deck. (2) Divers installed housing on end of starboard inboard propeller shaft and filled with tallow. Also, installed housing on end of port inboard shaft. (3) Continued skimming fuel oil from various access holes and pumping to Intrepid.. (4) Continued pumping gaseous water from #3 and #6 access holes. (5) Continued drilling out and venting access holes in starboard blister.

ARIZONA (1) Divers continued closing leaks in turret #2. Water level has now been lowered to about 6 ft. by pumping. (2) Continued pumping turrets #3 and #4. Continued installing, lifting guides and placing shoring to support lower section, turret #3. Expect to finish shoring today and begin cutting tomorrow. (3) Divers cutting wreckage in side of ship about fr.20 and aft of conning tower tube about fr.55. Removed and placed on forward quay a piece of scrap weighing about 15 tons with deck winch attached. This piece was over side of ship at fr.30, starboard.

March 2, 1943

OKLAHOMA (1) Divers secured additional strongback on air-port cover at fr. 70-71 to reduce air leakage. Resumed work on making tight door, #1-85-295. (2) Connected air lines from after air control barge to main air bubble sections M-4, M-5, M-6 and M-7. (3) Maintained pressure in all sections of air bubbles. (4) Concrete laboratory reset model for further tests. (5) Pacific Bridge Company continued operations of winches to take up slack in righting tacks, and made adjustments to equalize loads on each pair of 3" pendants. Cut slots in end plates of head castings on bents #21 to #14 inclusive. Discontinued night shift due to necessity for good visibility and close supervision in the work now in hand.

UTAH (1) In access hole #6, divers continued cutting on access hole in after bulkhead of C-106 to C-112 at fr. 92 1/2; to gain access to armored W.T.H. in C-112 at fr.93 in 2nd deck. (2.) Divers completed installation of housing on the end of the port inboard propeller shaft and filled with tallow. (3) Completed cutting an access hole into C-81-2-V starboard blister This void was almost dry. (4) Continued skimming fuel oil from the various access holes. (5) Continued pumping the gaseous water from #3 and #6, access holes. (6) Pacific Bridge Company's soil-boring barge continued operations.

ARIZONA

(1) Continued pumping in turret #2. Began cutting overhead beams holding forward roof plate. (2) Continued pumping turrets #3 and #4. Continued installation of guides and shoring in turret #3. (3) Diver cutting damaged bulkhead at fr. 20 and cutting wreckage aft of conning tower to fr.62 to clear area for removal of 14" guns in turret #2. (4) Lifted out section of boat deck at fr. 56 port, and placed on forward quay to be cut up for handling with truck.

March 2, 1943

MINNEAPOLIS Arrived Berth 16 for battle damage repairs.

MISSISSIPPI Arrived Berth 18.

SHAW Arrived Berth17 for damage repairs.

BOGGS Arrived Berth 17.

McKEAN Arrived Berth 3.

SALT LAKE CITY Arrived Berth 21 for minor machinery repairs.

INDUSTRY Completed and departed.

March 3, 1943

OKLAHOMA (1) Divers completed installation of strongback to make airtight door #1-85-295. (2) Shifted IX56 to position south of quay F-5-S to clear outboard side of ship for work by Pacific Bridge Company's crane. (3) Laid off additional bench marks on ship in planes of frames 29 and 117 for later use in sighting for position of ship after present battens are submerged. (4) Pacific Bridge Company continued operating winches to take up slack in righting tackles and adjusting backstays and pendants.

UTAH (1) In access hole #6, divers continued cutting an access hole in bulkhead between 2nd and 3rd decks, frame 92 1/2 from C-106 to C-112 to gain access to armored W.T.H. in C-112, frame 93, in 2nd deck. (2) Divers continued installing housing on end of starboard outboard propeller shaft. (3) Continued skimming fuel oil from the various access holes. (4) Began installing ladder rungs for access to starboard blister access holes. (5) Continued pumping gaseous water from #3 and #6 access holes. (6) Continued drilling and venting access holes in starboard blister and fuel oil tanks. (7) Pacific Bridge Company's soil-boring barge continued operations.

ARIZONA (1) Continued pumping and closing leaks in gun chamber of #2 turret. (2) Received bolts and installed lifting pads on conning tower central tube. (3) Continued installing guides and shoring in turret #3, and pumping turrets #3 and #4. (4) Divers cutting wreckage at frame 19 and cut around port wildcat, plugged leak in turret #2 overhang, cut on wreckage aft of conning tower to frame 62.

HALAWA Completed and departed.

CHEW Completed and departed.

M??C?SITE Undocked Floating dry dock YFD2, went to Berth 13 for completion.

PERIDOT Undocked Floating dry dock YFD2, went to Berth 14 for completion.

WATERS Completed and departed.

March 4, 1943

OKLAHOMA (1) Divers checked airport covers aft of frame 85 and temporary covers on weather deck ventilation terminals aft for tightness and security. (2) Calibrated an additional Martin-Decker strain gauge (#A-3054-L) for use in determining tension loads in the 1" wire rope tackles. (3) Manufactured spare covers for airports for use in case of loss during righting operations. (4) Maintained pressure in all sections of air bubbles. Shifted after air control barge about 10' closer to ship to provide adequate slack in hose. (5) Concrete laboratory, continued model tests. (6) Pacific Bridge Company completed removal of slack from all righting tackles and obtained 5,000 pounds pull on each 1" wire rope to winch drums. Maintained pull with preventers; and commenced cutting off and removing excess wire from drums, and reconnecting with about 2 turns on each drum. This has been completed on winches 1-9, 11, 12, and 13. Slotted head casting end plates on bents #13, 12, and 11. Continued adjustments on 3" pendants and backstays, and commenced installation of preventers between adjacent hauling blocks to prevent twisting of tackles.

UTAH (1) In #6 access hole, divers completed, in 6 hours, cutting an access hole in the bulkhead at fr.92 1/2 from C-106 to C-112 between the 3rd and 2nd decks. Divers inspected the armored W.T.H. in C-112, Fr. 93 in the 2nd deck with a view of closing. (Note: The cutting operation in the three reports prior to this were in error. Due to unfavorable conditions, including lack of visibility, a hole in the longitudinal bulkhead between C-106 and C-1, fr. 89 1/2, between 2nd and 3rd decks was 95 percent completed, instead of the hole in transverse bulkhead #92 1/2). (2) Divers continued installing housings on the end of the port inboard propeller shaft. (3) Continued skimming fuel oil from the access holes and pumping to the Intrepid. (4) Continued drilling and venting access holes in the starboard blister. (5) Continued pumping gaseous water from #3 and #6 access holes. (6) Pacific Bridge Company's soil boring barge continued operations.

ARIZONA (1) After rearranging 10" hose, resumed pumping turret #2 and burning over head beams holding forward roof plate. (2) Removed upper section of conning tower central tube. (Wt. about 100 tons). (3) Continued installation of guides and shoring in turrets #3 and clearing out handling room for placing shores to circle deck. Continued pumping turrets #3 and #4. (4) Diver Cutting wreckage forward of #1 turret and aft of conning tower to frame #62. Cutting up scrap on forward quay for removal. None removed.

March 5, 1943

OKLAHOMA

(1) Divers checked and tightened leaky airport covers forward of frame 85. Recovered one section of fuel oil hose discovered during the above operation.

(2) Received remainder of air hose and resumed work on connecting the after air control barge. Maintained

pressures in all air bubbles. (3) Continued fabrication of spare airport covers. (4) Pacific

Bridge Company completed removal of excess wire rope from winch drums and reconnected wire rope to drums each at a tension of 4,000 to 5,000 pounds, checked by strain gauge. Completed slotting end plates on head castings on all bents, and welded the cut-outs to form stops on the 11" pins on bents #5 to #10 inclusive. Set 25 (of 36) mud wave battens in approximate positions.

UTAH

(1) In access Lore 6, divers began closing the armored W.T.H. in C-112, fr. 93 in the 2nd deck.

These divers also drilled nine 1/2" holes in the bulkhead between C-17 and C-1 on the 2nd platform level to test for inflammable gases before cutting an access hole into C-17. A small pocket of gas was discovered and vented. (2) Divers completed the port outboard housing on the propeller shaft.

(3) X11 completed cutting two access holes, one into C-85-F and the other into the starboard blister into C-85-2-V. (4) X63 began the construction of a

walkway from fr. 92 starboard side to fr.105 on centerline to gain access to the airlock to be installed at fr.105 1/2. (5) Continued skimming fuel oil from the various access holes. (6) Continued venting and trimming access holes in the starboard

blister and fuel oil tanks. (7) Continued pumping gaseous water from #3 and #6 access holes. (6) Pacific Bridge Company's soil-boring barge continued operations.

ARIZONA (1) Continued pumping turret #2. Burning beams holding forward roof plate. (2) Used diver in turret #3 to clear section on deep well pump which had become clogged. Continued fitting and securing shores and guides. Continued clearing out lower handling room for placing of shores. Continued pumping turrets #3 and #4. (3) Divers cutting wreckage at fr.20, 3rd deck and aft of turret #2 to fr.62. No scrap removed from ship.

March 5, 1943

LST449 Completed and departed.

LST448 Arrived Berth 15 for repairs.

McKEAN Completed and departed.

PERIDOT Completed and departed.

March 6, 1943

OKLAHOMA

(1) Divers continued checking leaky airports forward and mud wave batten anchors which were found resting correctly on surface of mud. (2) Completed connection of both air control barges to air bubble sections. Maintained pressure in all sections. (3) Commenced removing air and water pumping and other material no longer needed from bottom of ship. Continued manufacture of spare airport covers. (4) Pacific Bridge Company continued welding cut outs from head castings to the 11" pins; started removals of cofferdams on ship; completed installation of preventers between adjacent pairs of hauling blocks; completed setting of mud wave battens.

UTAH

(1) In access hole #6, divers removed a ladder obstructing the closing of the armored W.T.H. in C-112 fr. 93, in the 2nd deck. (2) Yard divers continued installing the housings on the end of the propellor shafts. (3) X63 continued the construction of a walkway from fr.92 starboard to fr.105 on centerline. (4) Continued skimming fuel oil from the various access holes. (5) Continued pumping gaseous water from #3 and #6 access holes. (6) Continued drilling and venting fuel oil tanks. (7) Pacific Bridge Company's soil-boring barge continued operations.

ARIZONA

(1) Continued pumping turret #2. Divers removed considerable amount of bones including 13 skulls from turret #2. Located source of water leakage through access and wiring holes into after part of gun chamber. Commenced preparations to close. (2) Completed shoring in turret #3. Expect to begin cutting today on lower cut, 6" below shell hoist machinery platform and on upper cut, 10" below turret pan platform. Shipwrights have started fabrication of timber guides for turret #4. (3) Divers cutting wreckage on 3rd deck, fr.20, and aft of turret #2 on boat deck and conning tower structure. Removed about 20 tons of scrap metal and one deck winch.

PRESTIGE

Arrived and docked Marine Railway.

CROSBY Arrived for camouflage painting.

March 7, 1943

OKLAHOMA (1) Divers completed examination of airport, starboard side. (2) Cleared piping and other material from bottom of ship preparatory to righting operations. (3) Instructed observers in obtaining and plotting data and in calculations. (4) Maintained pressure on all sections of air bubbles, and began adjustments to maximum pressures desired at beginning of righting operations. (5) Pacific Bridge Company completed welding of stop plates to head casting pins on bents and completed setting of mud wave battens. Installed measuring wires, weights, and vertical scales. Removed cofferdams from ship. Installed transits and completed other preparations for righting operations

UTAH (1) In access hole #6, divers cut an access hole in the longitudinal bulkhead between C-17 and C-1, between the 2nd and 1st platform decks at fr. 81 1/2. This hole is approximately 3' square and will afford an access to the engine rooms and shaft alleys. Divers also cut the counter-balance spring on the armored W.T.H. in C-112, Fr. 83 in the 2nd deck, closed and secured this hatch. (2) Divers completed installing the housings on the end of the propeller shafts, and began installing an airlock extension at fr.105. (3) Constructed a diving platform on #5 access hole. (4) Continued construction of walkway from fr. 92 starboard to fr.105 centerline. (5) Continued skimming fuel oil from the various access holes. (6) Continued pumping gaseous water from #3 and #6 access holes. (7) Pacific Bridge Company's soil boring barge continued operations.

ARIZONA (1) Continued pumping turret #2. Divers began removing manhole covers for access to winch motor spaces, to clear openings in those spaces. Continued cutting loose roof plates. (2) Began cutting in turret #3 to separate turret for lifting. Expect to complete cutting today and begin preparing turret #4 for cutting. Continued pumping. (3) Divers cutting wreckage at fr.20, 3rd deck, and aft of turret #2 to fr.62. No scrap removed from ship,

YR41 Undocked DD#1, went to Berth 4 for completion.
New construction

PENSACOLA Undocked DD# 1, went to Berth 21 for completion.

CONVERSE Arrived Berth 12 for repairs.

WEST VIRGINIA Undocked DD# 2, went to Berth 3 for completion.

PATAPSOO Arrived Berth 13 for repairs.

BOGGS Departed.

March 8, 1943

OKLAHOMA (1) Maintained pressure in all sections of air bubbles. (2) Conducted instructions and test operations for observers for righting operation. (3) Made final preparations and inspections for righting operations. (4) Pacific Bridge Company worked part of day in final preparations.

UTAH (1) Divers installed a 3" rubber suction hose in C-1, Engine Room bilges from access hole# 6 to permit removal of a large quantity of oil collected in the upper part of C-1; installed 3 dog nuts to complete closure of shell hoist, fr. 105, starboard side of 2nd deck; burned off one of two connecting rods of the counter balancing spring of a W.T.H. in the 2nd deck at fr. 84 1/2 starboard side from C-1 blower room to 2nd deck space. (2) Divers continued installing of airlock extension at fr.105, starboard side, for #7 access hole. (3) Continued construction of walkway from fr.92 starboard to fr.105 centerline. (4) Continued skimming fuel oil from the various access holes, and also pumped fuel oil from C-1 engine room into the Intrepid. (5) Continued pumping gaseous water from #3 and #6 access holes.

ARIZONA (1) Divers removed manhole covers for access to winch motor spaces, turret #2. Making up cover plates for openings in these spaces. (2) Continued cutting in turret #3 for separation of sections for lifting. Expect to complete cutting today (8 March). Continued pumping turret #3 and #4. Continued making up guides for turret #4. (3) Divers cutting wreckage at fr.20, 3rd deck, and aft of turret #2 to fr.62. Cut loose one pounder gun on roof of turret #1. About 8 tons of scrap removed.

LST448 Completed and departed.

SHAW Docked Dry Dock #1.

MINNEAPOLIS Docked Dry Dock #1.

CINCHONA Arrived Berth 14 for repairs.

McFARLAND Undocked Dry Dock #3, went to Berth 15 for completion.

SILVERSIDES Undocked Dry Dock #3, went to Berth 1 for completion.

PC586 Undocked Dry Dock #3, redocking 9 March.

ELLETT Arrived Berth 12 for repairs.

March 9, 1943

UTAH of #7 access hole, fr.105 to fr.106 starboard side.
(3) A hole about 8" in diameter was cut into C-19-1-F from C-87-F between Fr.86 and Fr.87 34' from keel centerline, to permit removal of oil. (4) Continued skimming fuel oil from various access holes and also started pumping fuel oil from C-19-1-F into the Intrepid. (5) Continued pumping gaseous water from #3 and #6 access holes. (6) Pacific Bridge Company's soil boring barge resumed operations.

ARIZONA (1) Divers cutting voice tubes and cables to close the openings in left side of turret #2. (2) Continued cutting in turret #3 to separate sections of turret for lifting. Continued pumping turrets #3 and #4. (3) Continued making up timber guides for lifting of turret #4. (4) Lifted and placed on forward quay scrap steel cut by divers. (4) Divers cutting wreckage at fr. 20 and aft of conning tower. None removed from ship.

MISSISSIPPI Docked Dry Dock #2.

PC586 Redocked Dry Dock #3.

PC590 Docked Dry Dock #3.

CROSBY Completed and departed.

HMS VICTORIOUS Arrived Berth 16 for repairs.

March 10, 1943

OKLAHOMA

- (1) Divers checked positions of fore and main mast and found both rising through the mud. A large mound is being forced up in way of bridge structure.
- (2) Maintained specified pressures in all sections of air bubbles. Higher pressures forward than aft.
- (3) Checked air pressures hourly and took position readings in late afternoon and early morning to check position of ship. No appreciable change.
- (4) Pacific Bridge Company continued clearing cable from winch drums (except #11) and reconnecting, after which all 1" cables were set to same tension (about 29,000 pounds). Completed operations about 1900 and discontinued work for the night in view of the heavy pulls involved and the exhaustion of personnel.

UTAH

- (1) Divers opened W.T.D.s from engine room C-1 into shaft alley D-3 and from shaft alley D-1 into shaft alley D-5; opened W.T.D. from engine room C-1 into shaft alley D-1. Divers also checked, from outside of the ship, all the airports on the starboard side of the second deck from frame 70 to frame 106 and found them securely closed.
- (2) Divers continued installation of airlock extension at frame 105 starboard side for #7 access hole.
- (3) Cut an access hole into blister C-87-2-V between frame 86 and frame 87 on the starboard side.
- (4) Continued skimming fuel oil from the various access holes, and also pumped fuel oil from C- 87-F into the Intrepid.
- (5) Continued pumping gaseous water from #3 and #6 access holes.

ARIZONA

(1) Divers closed openings in winch motor space (port) in turret #2. (2) Completed cutting turret #3 into three horizontal sections for lifting. (3) Placed lighter alongside turret #4 for handling heavy timbers. Began setting up equipment for working in turret #4. Continued pumping turrets #3 and #4. (4) Divers cutting wreckage at frame 20 and wreckage at frame 70 projecting over side of ship. Divers working with surveyors from Public Works in connection with determining possibility of bringing floating crane side ship on starboard side abreast turret #3. No scrap metal removed.

March 11, 1943

OKLAHOMA

(1) After checks and adjustments to equalize loads on 1" cables to winches, except #11, started all winches, except #11, simultaneously at 0835. Continued pulling and taking hourly readings of all data until 1046 when the two eye bolts securing the bridge socket of after 3" pendant to bent #7 parted. Stopped all winches and discontinued operations pending remedial and precautionary measures decided upon in consultation with Pacific Bridge Company. Ship is in 129 degree, 30 minute position.

(2) Maintained specified and feasible pressures in all sections of air bubbles and took hourly readings. Also, took periodic tension reading on wire ropes and at position stations. No appreciable change in position of ship. (3) Divers investigated and found masts, superstructure, and turrets comparatively clear of mud. Foremast is moving with ship; mainmast has moved very little; and turrets are still in normal locations. (4.) Pacific Bridge Company commenced dredging to remove mud wave close to ship from about frame 60 aft; designed and started manufacture of yokes to reinforce the pendant eye-bolts on all bents. Completed manufacture of replacement eyebolts after pendant on #11 bent; and commenced manufacture of replacement eyebolts for after pendant on #7 bent.

UTAH

(1) Divers drilled three 3/8" holes vertically about one foot apart in the centerline bulkhead between shaft alley D-1 and shaft alley D-2 between frame 95 and frame 96; and found that there was about three feet of fuel oil in D-2, divers then drilled six additional holes near the overhead (Ex-deck) of D-1 to allow the fuel oil to escape and permit burning of an access hole from D-1 into D-2. (2) Divers continued installation of airlock extension at frame 105 starboard side for #7 access hole. (3) Continued skimming fuel oil from various access holes and pumping gaseous water from access holes #3 and #6. (5) Resumed construction of diver's guidance model of USS UTAH. (6) Pacific Bridge soil-boring barge continued operations.

ARIZONA (1) Divers continued closing openings in winch motor space (starboard) in in #2 turret. (2) Removed hydraulic mechanism from right shell hoist, turret #3. (3) Continued fabrication of timber guides for turret #4. Began cutting away obstructions and wiring where turret is to be cut into sections for lifting. Continued pumping turrets #3 and #4. (4) Divers cutting wreckage at frame 20, cut loose

March 11, 1943

ARIZONA port wildcat, cut wreckage aft of turret #2 to
Cont'd frame 62, cut projecting piece of side frame #70, starboard. Divers assisted surveyors locating ships starboard side in relation to concrete moorings on starboard side ARIZONA. (5) Fourteen tons of scrap metal removed from quay after being cut to size for truck handling.

SALT LAKE CITY Completed and departed.

SS H.W. HARPER Arrived Berth 17 for repairs.

MAKAWELI Arrived Berth 17 for repairs.

DRUM Completed and departed.

March 12, 1943

OKLAHOMA (1) Maintained pressure in all sections of air bubbles and took hourly readings. (2) Took strain gauge readings on the hauling and becket wires in the 1" wire rope tackles for use in determining efficiencies of tackles. (3) Pacific Bridge Company commenced dredging on inboard side of ship to remove mud wave close to ship. Salvage section divers assisted in clearing dredge bucket when fouled below water. (4) Pacific Bridge Company commenced erection of staging and other preparations for installation of yokes to reinforce the eyebolts from the 3" pendant bridge sockets at tops of bents on ship.

UTAH (1) Divers commenced burning an access hole between shaft alley D-1 and shaft alley D-2 in the centerline bulkhead between fr.95 and fr.96, between the hold and 2nd platform levels. Hole is to be about 5' high and 3 1/2' wide and is about 65 percent completed. (2) Divers continued with fitting and installing of airlock extension at fr.105, starboard side, for #7 access hole. (3) Continued skimming fuel oil from various access holes and fuel oil tanks and pumped it into the Intrepid. (4) Continued pumping gaseous water from #3 and #6 access holes. (5) Continued construction of divers guidance model of the USS UTAH. (6) Pacific Bridge Company's soil boring barge continued operations.

ARIZONA (1) Divers continued closing openings in turret #2 gun chamber. (2) Continued preparing turret #4 for installation of guides and shores prior to cutting sections for lifting. Will start shoring in handling room today. Continued pumping turrets #3 and #4. (3) Divers cutting wreckage at fr.20, 2nd and 3rd decks; and at fr.70 cut on piece extending over side. Cut on wreckage aft of turret #2 and removed some pyrotechnics from locker underwater inside structure around conning tower central tube. Removed port wildcat for cutting up for scrap. No scrap removed to shore.

KILTY Completed and departed.

March 13, 1943

OKLAHOMA (1) Maintained pressure in all sections of air bubble and recorded pressures hourly. Pressures in forward sections kept higher to avoid further downward settlement of bow. (2) Fabricated and erected pipe tripod forward and fabricated one for aft to move points of attachment of distance wires to upper points on battens to delay submergence as ship rolls. (3) Pacific Bridge Company continued installation of staging and fabrication of reinforcing yokes for 3" pendant eye-bolts. Commenced installation of yokes working from forward aft, except that the first yoke was installed on after pendant of #6 bent due to failure and opening of eye of one eyebolt. Continued dredging on inshore side close to ship aft of frame 60.

UTAH (1) Divers drilled three 3/4" holes at the highest point of bulkhead 85 from C-17 into C-19 between the 2nd platform and hold levels. (2) Divers continued installation of airlock extension, joining two sections of extension together. (3) Continued skimming of fuel oil from various access holes and pumping it into the Intrepid. (4) Continued pumping gaseous water from access holes #3 and #6. (5) Continued construction of divers guidance model of the USS UTAH. (6) Pacific Bridge Company's soil-boring barge continued operations.

ARIZONA (1) Diver worked under overhang of turret #2 closing openings which had been overlooked. This work is difficult due to very limited working space. (2) Continued pumping turrets #3 and #4. Began placing shores in handling room and timber guides on shell deck, turret #4. (3) Divers cutting wreckage at fr.20, 3rd deck; aft of turret #2 to fr. 62; and at fr.70, starboard; and removing pyrotechnics in C.T. foundation. No scrap removed from ship.

PRESTIGE Undocked Marine Railway completed and departed.

HELLGATE Arrived and docked Floating Dry Dock.
(Dredge)

LST452 Arrived Berth 23 1/2.

LST 453 Arrived Berth 24.

H.B. TANEY Arrived Berth 2.

YFS100 Arrived and docked Marine Railway.

RHODOLITE Arrived and docked Marine Railway.

?ILL Returned to Yard for installation of armature.

March 14, 1943

OKLAHOMA (1) Maintained specified pressures in the various sections of air bubbles, and kept hourly records. (2) Tests at Yard Metallurgical Laboratory indicate that initial failures of eyebolts connecting 3" pendants to head castings on bents were due to forging cracks in the fillets of the eyes. The material met specification requirements for physical properties. (3) Pacific Bridge Company continued dredging close to shoreward side of ship aft of frame 60 to remove mud wave. Completed installation of staging and continued installation of welded plate yokes to reinforce eyebolts. Two yokes for each 3" pendant, or total of 84, are to be installed. Yokes have been completed on bents #1, 2, 3 and 12; installed and partially completed on bents 4, 5, 6 and 7; and fabricated for bents 8 and 9. (4) Strain gauge readings on hauling parts of 1" wire rope tackles indicate a net decrease in pull on ship due apparently to the dredging aft.

UTAH (1) Divers drilled four 3/4" holes at the lowest point in bulkhead 90, from C-47 into C-53 between the 3rd deck and the 1st platform, about one foot from the deck (ex-overhead) and about two feet from the inboard bulkhead. (2) Divers practised underwater welding in preparation for welding of airlock extension to hull, at fr.105 starboard for #7 access hole. (3) Continued skimming fuel oil from various access holes and pumping into B-5-F. (4) The Intrepid left from alongside at 0830, 13 March. (5) Continued pumping gaseous water from access holes #3 and #6. (6) Resumed construction of walkway aft to #7 access hole. (7) Pacific Bridge Company's soil-boring barge continued operations.

ARIZONA (1) Closed openings in overhang of turret #2. Reduced water level to a point below shell table. It is now possible to remove after roof plate, rangefinder, and then remove shell table to clear way for removing 14" guns. Began cutting loose after roof plate. (2) Continued installation of shores and guides in turret #4 and clearing area for cut to separate turret for lifting. Continued pumping turrets #3 and #4. (3) Recovered and delivered to Yard one ship's anchor with about 12 feet of chain. Placed about 30 feet of anchor chain on forward quay. Recovered about tons of scrap steel and placed on forward quay to be cut up for truck handling. None removed from ship. (4) Diver cutting wreckage projecting from side at fr. 24, port.

PRINGLE Arrived Berth 12.

BACH Arrived Berth 12.

LST452 Completed and departed.

YO30 Completed and departed.

USAT KILAUEA Arrived for repairs.

KILTY Arrived Berth 2.

March 15, 1943

OKLAHOMA

(1) Maintained specified air pressures in the various sections of air bubbles, and kept hourly records. (2) Completed installation of the higher tripod for distance wire at the forward position batten and commenced similar installation aft. (3) Pacific Bridge Company continued dredging inboard of the ship aft. Completed installations of reinforcing yokes on pendant on bents #1 to 10, inclusive, and erected yokes on #11 to 17 inclusive.

UTAH

(1) In access hole #6, divers oompleted cutting an access hole in centerline bulkhead between D-1 and D-2 between hold deck and 2nd platform decks; opened W.T.D. in D-2 to C-2 (shaft alley door); opened W.T.D. in D-2 to D-6 (shaft alley door); opened W.T.D. in D-4 to C-2 (shaft alley door), and secured all three open. (2) Divers installed an airlock extension between frames 105-106 adjacent to centerline on starboard side end began underwater welding to the skin of the ship. (3) Completed the construction of the walkway and diving platform aft to #7 access hole. (4) Began skimming fuel oil from the various access holes and pumping to INTREPID, which returned at 0945, March 14. (5) Continued pumping gaseous water from #3 and #6 access holes. (6) Installed gas precaution charts on each access hole. Tested each opening for toxic or explosive gas and marked each chart accordingly.

ARIZONA

(1) Pumping in turret #2. Continued burning loose after roof plate. (2) Continued clearing areas to be cut in turret #4, and laying out line for cutting. Installing guides on shell deck. Removing lockers in handling room so that shores can be braced. Continued pumping turrets #3 and #4. (3) Divers commenced removal of sealed cans of gas masks from compartment D-311. (4) Divers cutting wreckage at fr. 20 and aft of turret #2. No scrap removed from ship.

HELLGATE Undocked Floating Dry Dock YFD-2 - Went to B-12 for completion.
DREDGE (YMP5)

SS MAKAWELI Completed and departed.

16 March, 1943

OKLAHOMA

(1) Maintained and recorded pressures in sections of air bubbles. (2) Completed installation of the higher tripod for the after distance wire. (3) Plotting of position of midship section as of soundings after dredging indicate that, since beginning of rolling, the center of gravity of the ship has risen 5.7 feet and has moved 12.3 feet toward shore, and that a trench about 6 to 7 feet deep has been dredged on the inshore side of the ship. (4) Pacific Bridge Company commenced installation of two new eyebolts for reconnection of the after 3" pendant #11; completed installations and continued welding reinforcing yokes on all pendants, and completed dredging on inshore side of ship.

UTAH (1) In #6 access hole, divers drilled a 3/8" test hole in the high outboard corner of bulkhead 90 from C-19 into C-53 between the 1st and 2nd platforms. Finding no gas or oil present they burned a hole 3" in diameter in the same location as a vent hole for C-53, Med. Stores. (2) Divers continued securing airlock extension to the hull between frs. 105-106 adjacent to centerline on starboard side. (3) Continued skimming fuel oil from various access holes and pumping it to the INTREPID. (4) Continued pumping gaseous water from #3 and #6 access holes. (5) Continued construction of divers guidance model of the USS UTAH. (6) Pacific Bridge Company's soil-boring barge resumed operations.

ARIZONA

(1) Continued pumping gun chamber of turret #2 and cutting loose after section of roof plate. (2) Continued pumping turrets #3 and #4. Commenced bracing shoring in #4 handling room and began cutting lower section of turret #4 at level 6" below electric deck. Attempted to hold water down with two electric pumps at night to minimize noise but found it necessary to start diesel pump at 0400 to avoid complete flooding of turrets #3 and #4. (3) Divers installed and inflated an experimental canvas balloon on 2nd deck and found that air pressure leaked from 4 to 2# in about one hour. (4) Divers cutting on underwater wreckage projecting over the side at fr. 24 and also on wreckage aft of turret #2. Removed about 2 tons of scrap steel from ship.

16 March, 1943

YMS100

Undocked Marine Railway to Berth 6 for completion.

RHODOLITE
PYc19

Undocked Marine Railway - Completed and departed.

CROWNBLOCK
(YO48)

Arrived Berth 12.

SC520

Arrived and docked Marine Railway.

PC587

Arrived-and docked Marine Railway.

17 March, 1943

OKLAHOMA

(1) Maintained and recorded pressures in sections of air bubbles. (2) Divers commenced using high pressure water jet to remove soil for about 10 foot under the inshore side of ship from amidships aft to facilitate rolling and to check upward movement of stern during rolling. (3) Adjusted tensions in the hauling parts of 1" wire rope tackles to 32,000 to 35,000 pounds in preparation for resumption of pulling. (4) Pacific Bridge Company completed installation of reinforcing yokes, reconnected with new eyebolts and took up slack in righting tackle #11, commenced reconnection of #7, and reinstalled forward distance wire.

UTAH

(1) In access hole #6, divers drilled a 3/8" test hole in the high side of the outboard bulkhead from C-47 into C-49 at fr. 86 1/2, when gas had escaped via this hole, burned a 3" hole about three feet lower than the 3/8" test hole. Also, burned a hole in the same bulkhead at fr. 89 1/2 from C-47 into C-49 about 6" above the deck (ex-overhead). These holes are between the 3rd deck and 1st platform. (2) Divers continued installing airlock extension between frs. 105-106 adjacent to the centerline on the starboard side. (3) Continued skimming fuel oil from various access holes and fuel oil tanks and pumping it into the INTREPID. (4) Continued pumping gaseous water from #3 and #6 access holes. (5) Continued construction of divers guidance model of the USS UTAH. (6) Pacific Bridge Company's soil-boring barge continued operations.

ARIZONA Pumping turret #2. Cutting loose after roof plate. (2) Continued bracing shores in handling room, turret #4. Laid out horizontal cut for separation of turret. Lifting pads for upper sections of turrets #3 and #4 have been delivered to the ship. The 3" diameter bolt holes in the pads are smaller than holes in bulkheads to which pads are to be bolted. Holes must be reamed and bolts fitted. Continued pumping turrets #3 and #4. (3) Divers cutting underwater wreckage at fr. 20 and aft of turret #2. Removed about 8 tons of scrap from ship. Diver caulking around range finder ports, turret#2. (4) Divers continued recovering gas masks from D-311. Delivered 6 dry cans and 3 leaky cans of masks to berth #5.

18 March, 1943

UTAH (5) Continued pumping gaseous water from #3 and
Cont'd #6 access holes.(6) Pacific Bridge Company's soil-boring barge completed operations after a total of 32 borings.

ARIZONA (1) Pumping turret #2 gun chamber. Cutting loose after roof plate for lifting. (2) Completed bracing of shores in handling room, turret #4. Began cutting to separate turret at a point 10" below turret pan platform. Continued pumping turrets #3 and #4. (3) Divers cutting wreckage on side of ship at fr. 20 to 24, port, above armor, and at fr. 56 starboard. Cutting wreckage aft of conning tower. (4) Divers continued recovery of gas masks from D-311. Removed experimental canvas balloon from 2nd deck and delivered to berth 5.

CGC TANEY Completed and departed.

H.W. HARPER Completed and Departed.
SS

SC 520 Undocked Marine Railway - Completed and departed.

PC587 Undocked Marine Railway, went to Berth 4 for completion.

HELLGATE Completed and departed.
(Dredge)

JOHN D. FORD Arrived Berth 17 for F.D. blower.
DD 228

19 March, 1943

OKLAHOMA (1) Maintained specified pressures in air bubble sections M-1, M-2, and M-3. (2) Divers examined shoreward side of ship for mud wave and also examined mast, turrets, and other superstructure on off-shore side. (3) Pacific Bridge Company moored barge with high pressure water pump and hose on off-shore side of ship for washing off mud as ship rolls. Cleared all winch drums of cable and reconnected. (4) Set cables at approximately equal tensions and started all winches at 2027, 18 March, with ship at 109 degree position. Except for stops for lubrication and adjustment, continued pulling with all winches. Ship was in 92 degree position at 0800, 19 March. Pulling continued.

UTAH (1) In access hole #6, divers opened the W.T.H., in the 2nd deck, fr. 85 1/2 port side from blower room C-2 into Evaporator Room, burning off two dogs. Cut a 3" vent hole high in the after bulkhead of blower room C-1 at fr. 91, close to the outboard bulkhead, into C-112 Ice Machine Room. Drilled two holes, one high and one low, in the outboard bulkhead of C-43 into C-45, to facilitate flooding of C-45 and thus to permit burning of vent and drainage holes in the same locations. (2) Divers continued with installation of airlock extension between frs. 105-106 adjacent to the centerline on the starboard side. Caulked and pumped out extension preparatory to welding extension to hull. (3) Installed an extension of the driller's air supply from fr. 80 to the diving platform at access hole #7. (4) Continued skimming fuel oil from the various access holes and fuel oil tanks and pumping it to the INTREPID. (5) Continued pumping gaseous water from #3 and #6 access holes.

ARIZONA (1) Continued pumping turret #2 and cutting loose after roof plate. (2) Continued pumping turrets #3 and #4. Continued cutting to separate turret #4 for lifting. (3) Made up new supports and braces for diesel powered deep well pump. Part of the present supports are secured to barbette and upper section of turret #4. This must be altered to clear for lifting and for installing cofferdam around barbette. (4) Divers cutting scrap metal underwater at fr. 20 to 24

19 March, 1943

ARIZONA (Cont'd) overside, port. Cutting wreckage, aft of turret #2 to fr. 62. Removed 12 tons of scrap from ship. (5) Divers continued recovery of gas masks from D-311. Delivered to berth 5 ten dry cans and two leaky cans of masks.

SAN BERNARDINO Arrived and docked Floating Dry Dock YFD2.
PG59

20 March, 1943

OKLAHOMA (1) Maintained specified pressures in air bubble sections M-1, M-2, and M-3. Allowed pressure in M-3 to decrease to zero at 1200, 19 March. (2) Continued pulling with all winches until 1510, 19 March, at which time winches were stopped with ship in the 70 degree position, after all pins, except #1, 2, 20, and 21 had lifted clear of timber bents on ship. Operated winches from 1646 to 1711 until pins on #20 and 21 had lifted clear. Ship finally in 68° position. (3) Pacific Bridge Company cut guys to release timber bents into water. Commenced pulling bents clear of ship. (4) Established new position batten marks and distance wire attachments, forward and aft.

UTAH In access hole #6, divers closed W.T.D.'s in the 3rd deck space from C-105 into C-100 and from C-105 into C-103. Also cut 2 holes in the outboard bulkhead of C-43, one at fr. 82 1/2 close to the 1st platform and one at fr. 85 1/2 close to the 3rd deck. (2) In access hole #5, divers commenced cutting an expanded metal bulkhead in the hold level between the passageway and C-5. This bulkhead is at about fr. 72 1/2 and interferes with entering the ship through #5 access hole. (3) Divers continued with installation of airlock extension between frs. 105-106 adjacent to the centerline on the starboard side. Welding extension to the hull. (4) Continued skimming fuel oil from various access holes and fuel oil tanks and pumping it to the INTREPID. (5) Continued pumping gaseous water from #3 and #6 access holes,

ARIZONA (1) Pumping turret #2. Cutting loose after roof plate. Removing holding down bolts from forward roof plate. (2) Continued cutting in turret #4 to separate turret for lifting. Continued pumping turrets #3 and #4. (3) Divers continued recovery of gas masks from D-311. Sent 13 cans to Berth 5. (4) Divers cutting underwater scrap at fr. 20 to 24 and aft of turret #2. Ten tons removed from ship.

YMS101 Arrived and docked Marine Railway.

YMS103 Arrived and docked Marine Railway.

KILTY Completed and departed.
(APD15)

PC5867 Completed and departed.

21 March, 1943

OKLAHOMA (1) Disconnected and removed after air control barge to clear for pulling out timber bents from under 3" pendants. Discontinued use of forward air control barge due to final loss of pressure in all sections of the ship. (2) Pacific Bridge Company assisted by Yard tug hauled out all timber bents, except the thrust timbers of #1 and #2 bents. (3) Established new position sight marks on side of ship forward and aft and reconnected distance wires. (4) Resumed righting of ship by starting winches at 1514, 20 March. Continued pulling until 2230, 20 March, when ship was in about the 45 degree position. Discontinued operations to shift certain righting tackle connections to turret barbettes, boat, crane kingpost, etc., to obtain better leverage. (5) Pacific Bridge Company commenced preparation of multiple part wire rope straps for the above connections and other arrangements for these shifts.

UTAH (1) In access hole #6, divers checked the W.T.H.'s at the following locations in the 2nd deck and found them to be open, fr. 103 1/2 port side, fr. 95 1/2 port side and fr. 81 1/2 port side. Also checked the vent trunk at fr. 97 1/2 port side, found no openings in trunk nor any means of closing off the trunk; checked the vent trunk in the Dental Office, starboard side, 2nd deck space, found no openings in trunk nor any means of closing off the trunk. Also checked 5" ammunition hoist fr. 105 port side 2nd deck space and found it securely closed. Entered vent trunk fr. 85 1/2 starboard side, 3rd deck space, and checked for a hatch at the 2nd deck level, found only an opening about 4' x 4'. (2) Divers continued installing airlock extension between frs. 105-106 adjacent to the centerline starboard side, welding extension to hull. (3) INTREPID left from alongside at 1200, 20 March. (4) Continued skimming fuel oil from various access holes and fuel oil tanks and pumping it into B-5-F. (5) Continued pumping gaseous water from access holes #3 and #6.

ARIZONA (1) Pumping turret #2 gun chamber. Continued removal of bolts holding forward roof plate (inside). (2) Completed cutting in turret #4 to separate turret for lifting. (3) Machinist from X-38 took data

21 March, 1943

ARIZONA in turrets #3 and #4 for fitting of bolts for
Cont'd. lifting pads. Data taken to be furnished to X-31. Continued pumping turrets #3 and #4. (4) Divers continued recovery of gas masks from D-311. (5) Divers cutting wreckage at fr. 20, main deck, port, and aft of turret #2. Removed about 1-1/2 tons of scrap from ship.

PIKE Completed and departed.
(SS?73)

22 March, 1943

OKLAHOMA (1) Divers determined location of mud line under bottom on inshore side of ship. Also, examined port (off shore) blister and found top of blister damaged from after and up to fr. 78, forward of which point blister is still below the mud line. (2) Pacific Bridge Company continued operations to connect certain righting tackles to higher points on ship for better leverage, as follows:

<u>Tackle #</u>	<u>Proposed Point of Connection</u>
1	Barbette #1
4	Barbette #2
6	Conning Tower
15	Boat Crane Kingpost, stbd.
18	Barbette#3
21	Barbette #4

(3) From an initial angle of 151 degrees 30 minutes the ship has been righted to an angle of approximately 45 degrees as follows:

<u>Start</u>	<u>Stop</u>	<u>Pulling Period</u>	<u>Approx. Final Angle</u>	<u>Hourly Average</u>
0841, 3/8	2217, 3/8	13h.-36'	132°-30'	1.4°
0835, 3/10	1046, 3/10	2h.-11'	129°30'	1.375°
1426, 3/17	0500, 3/18	14h.-34'	109°	1.41°
2027, 3/18	1510, 3/19	18h.-43'	70°	2.08°
1646, 3/19	1711, 3/19	0h.-25'	68°	4.77°
1514, 3/20	2230, 3/20	7h.-16'	45°	3.6°
Totals		56h.-45'	106° -30'	1.875°

UTAH (1) In #6 access hole, divers cut a 3" drainage hole through the after bulkhead of C-43 into C-47 about 3" from the underside of the 3rd deck and about 8" from the inboard bulkhead. (2) Divers continued installation of airlock extension between frs. 105-106 adjacent to the centerline starboard side welding extension to hull. (3) The INTREPID moored alongside at 1600, 21 March. (4) Continued skimming fuel oil from various access holes and fuel oil tanks and pumping it into B-5-F. (5) Continued pumping gaseous water from #3 and #6 access holes.

ARIZONA (1) Pumping turret #2 gun chamber. Began jacking up after roof plate. Completed removal of inside bolts holding forward roof plate. (2) Continued

23 March, 1943

OKLAHOMA (1) Divers continued removal of position battens and distance wire tripod forward, and survey of mud line on ship. (2) Ships Force (V.I.O.) commenced cleaning and preservation of guns. (3) took observations to determine exact present position of ship. (4) Pacific Bridge Company continued making up multiple 1" wire straps and commenced overhauling tackles aft for connection to barbettes, etc., on weather decks.

UTAH (1) In access hole #6, divers closed and dogged the armor hatch in the 2nd deck at fr. 85, starboard side, from blower room C-1 to 2nd deck space. (2) Divers completed installation of airlock extension between frs. 105-106 adjacent to the centerline starboard side. (3) Divers assembled the diving platform at #6 access hole and started reassembling it at #4 access hole. (4) Shipwright constructing weather screening, shelves, racks, etc., on diving platforms #7 access hole. (5) Continued skimming fuel oil from various access holes and fuel oil tanks and pumping it into the INTREPID. (6) Continued pumping gaseous water from #3 and #7 access holes.

ARIZONA (1) Pumping turret #2. Jacking up roof plates. Removing bolts to free range finder for lifting. (2) Pumping turrets #3 and #4. Machinists and drillers reaming out holes in lifting pads and gun guides. (3) Continued modifying supports for pump abreast turret #4. Employed diver to secure foundation to deck planking. (4) Divers cutting underwater wreckage projecting over the side at fr. 20 and conning tower foundation aft of turret #2. No scrap removed from ship. (5) Divers discontinued recovery of gas masks and chemical containers. Delivered 20 cans of masks to berth 5 along with 10 cans of decontamination chemicals. Moved diving float into position to remove deck winches on main deck aft.

YMS101 Undocked Marine Railway - Completed and departed.

YMS103 Undocked Maxine Railway - Completed and departed.

CINCHONA (YN7) Completed and departed.

DENT (APD9) Arrived berth 17.

24 March, 1943

OKLAHOMA (1) Divers completed removal of distance wire tripods, forward and aft, and disconnected air supply hoses forward and aft. Closed valves on ship aft. Valves forward are below mud line. (2) Pacific Bridge Company hauled out tackles #15, 18, 20, and 21, and installed multiple 1" wire rope straps around barbettes #3 and #4 and around boat crane kingpost preparatory to inking connections. (3) Completion of resurvey of position of ship indicates errors in the later position plots and that the correct inclination of the ship is 40°. The corrected tabulation of the ship's movement is as follows:

<u>Start</u>	<u>Stop</u>	<u>Pulling</u> <u>Period</u>	<u>Approx.</u> <u>Final Angle</u>	<u>Hourly</u> <u>Average</u>
0841, 3/8	2217, 3/8	13h.-36'	132°-30'	1.4°
0835, 3/10	1046, 3/10	2h.-11'	129°-30'	1.375°
1426, 3/17	0500, 3/18	14h.-34'	109°	1.41°
2027, 3/18	1510, 3/19	18h.-43'	70°	2.08°
1646, 3/19	1711, 3/19	0h.-25'	66°	4.77°
<u>1514, 3/20</u>	<u>2230, 3/20</u>	<u>7h.-16'</u>	<u>40°</u>	<u>3.85°</u>
	Totals	56h.-45'	111°-30'	1.97°

UTAH (1) Divers completed assembling of diving platform at #4 access hole. (2) Commenced installation of bolting flange on #7 airlock. (3) Continued construction of diving platform at #7 access hole. (4) Continued skimming fuel oil from various access holes and fuel oil tanks and pumping it into the INTREPID. (5) Continued pumping gaseous water from #3 access hole. (6) Resumed construction of divers guidance model of UTAH.

ARIZONA (1) Pumping turret #2 gun chamber. Continued jacking up roof plates and removing shell loading table. (2) Continued pumping turrets #3 and #4. Continued fitting lifting pads and reaming out holes in lifting pads and in bulkheads, and taking measurements for machining of fitted bolts. (3) Continued alteration of supports for deep well pump abreast turret #4. Employed diver for this work. (4) Divers commenced removal of port deck winch abreast turret #3. Divers cutting underwater wreckage at fr. 20, main and 2nd decks, and aft of turret #2. No scrap metal removed from ship..

BEAUMONT Arrived Berth 3, prior to docking.
(PG60)

25 March, 1943

OKLAHOMA (1) Divers cut off distance wire tripod underwater aft and assisted Pacific Bridge Company in adjusting wire rope straps around #3 and #4 barbettes. (2) Pacific Bridge Company adjusted straps around after barbettes and installed multiple wire rope strap around conning tower. Connected tackle #15 to strap around boat crane kingpost, #18 to barrette #3, and #20 and #21 to barrette #4. Cleared winch drums and set initial tension on tackles #15 and #18, and prepared to teke up slack in tackles #20 and #21.

UTAH (1) In access hole #5, divers completed removal of a section of the expanded metal bulkhead fr. 72 1/2, starboard side of the hold, from the passage-way into C-5. This section is about 4' wide and 7' long and was in the center of the access hole from C-91-V into C-5. (2) New divers continued making qualifying dives and grinding smooth the edges of the access hole, frs. 22-23 in the port side at the 2nd deck level. (3) Commenced installation of a 4" flanged coaming at access hole #7 to permit future bolting of the hull access manhole on #7 access hole, and continued installation of bolting flange on #7 airlock. (4) Continued skimming fuel oil from various access holes and fuel oil tanks and pumping it into the INTREPID. (5) Continued pumping gaseous water from #3 access hole. (6) Continued construction of diver's guidance model of UTAH.

ARIZONA (1) Continued pumping turret #2 gun chamber. Continued jacking up forward roof plate. After roof plate and range finder are ready to lift. Removing shell loading table. (2) Continued pumping turrets 3 and #4. Continued reaming out holes in lifting pads and gun girders.. (3) Diver continued work on supports for pump abreast turret #4. Divers cutting underwater wreckage at fr. 20 and aft of turret #2. No scrap removed from ship. (4) Divers removing port deck winch on main deck aft.

BEAUMONT Docked, Floating Dry Dock YFD2.
PG60

PC583 Arrived and docked Floating Dry Dock YFD2.

NEW ORLEANS Departed.
CA32

PATAPSOO Completed and departed.
A0G1

26 March, 1943

OKLAHOMA (1) Divers examined forward portion of port blister above mud line and report extensive damage aft of frame 32 due to torpedo hits and probably further damage due to rolling of the ship. (2) Pacific Bridge Company took up part of slack in tackles #20 and #21. Connected tackle #6 to strap around conning tower. Installed strap around #2 barrette and connected #4 tackle.

UTAH (1) In access hole #5, divers opened the W.T.D.'s in the hold level from C-5 into C-4; from C-4 into C-3; and from C-4 into C-4 1/2. The latter door is lashed open and the first two have fallen off off their hinges. On the second platform level opened and lashed open the W.T.D. 's from pass. C-23 into C-29-M and from C-29-M into C-27-1-M. (2) New divers completed their qualifying dives while continuing the grinding smooth of the surfaces within 4" of the edges of the access hole in the port side from frs. 22 to 23 between the 1st and 2nd decks. (3) Continued installation of 4" flanged coaming around #7 access hole. (4) Continued installation of bolting flange on #7 airlock. (5) Continued pumping gaseous water from #3 access hole,

ARIZONA (1) Pumping turret #2 gun chamber. Completed jacking up roof plates. (2) Pumping turrets #3 and #4. Continued reaming out holes in lifting pads and gun girders, turret #3. (3) Divers cutting wreckage at fr. 20 main and 2nd deck and aft of turret #2. Removed 1 1/2 tons of scrap. Recovered one 1 pounder sub cal. gun from top of turret #1. Divers continued removal of port deck winch on main deck aft.

LST447 Completed and departed.

LST454 Completed and departed.

27 March, 1943

OKLAHOMA (1) Divers assisted Pacific Bridge Company in installation of multiple wire rope straps around #2 turret barbette, and closed hatches adjacent to #1 barbette preparatory to installation of straps around #1 barbette. (2) Continued plotting mudline to determine shape of bottom on both sides of ships and continued refloating studies. (3) Pacific Bridge Company installed additional straps around #2 barbette and connected #3 tackle thereto. The proposed final arrangement of tackles shifted from connections on side of ship will now be as follows:

Tackles Point of Connection

#1 and #2	#1 barbette
#3 and #4	#2 barbette
#6	Conning tower
#15	Kingpost
#18	#3 barbette
#20 and #21	#4 barbette

UTAH (1) In access hole #5, divers opened and lashed back the W.T.D.'s in the second platform space from C-29-M into C-27-1-M (aft), from C-29-M into C-29-1-M, from C-29-M into passage of C-33, from passage C-23 into C-24 stbd. side, and from passage C-23 into C-30-M. (2) Continued installation of coaming on #7 access hole. (3) Continued skimming fuel oil from various access holes and fuel oil tanks and pumping it into the INTREPID. (4) continued pumping gaseous water from #3 access hole. (5) Resumed construction of divers' guidance model of the UTAH.

ARIZONA (1) Continued pumping turret #2 gun chamber. Removed two auxiliary projectile hoists from turret #2. (2) Continued pumping turrets #3 and #4. Began seaming holes in lifting pads and gun girders, turret #4. Continued underwater alterations on supports for pump abreast turret #4. (3) Divers continued removal of port deck winch on main deck aft. Divers cutting wreckage at frame 20 and aft of turret #2. Assisted with work in deep well pump foundation.

27 March, 1943

KILAUEA Completed and departed.
USAT

NORTH CAROLINA
BB55 Arrived Berth 2 prior to docking.

EDWARDS
DD619 Arrived berth 12-1/2.

MEADE Arrived berth 12-1/2.
DD602

GANSEVOORT
DD608 Arrived berth 12.

FRAZIER Arrived Berth 12.
DD607

SANTA FE Arrived Berth 1 for boiler repairs.
CL60

28 March, 1943

OKLAHOMA

- (1) Continued mudline and refloatation studies.
- (2) Divers assisted Pacific Bridge Company in installing multiple wire rope straps around #1 turret and in disconnecting #1 and #2 sets of backstay cables from side of ship.
- (3) Pacific Bridge Company continued work as indicated in (2) above.

UTAH

- (1) In access hole #5, divers opened and lashed open the W.T.D.'s in the hold level from C-5 Pass. into C-9 and in the 2nd platform level from C-29-M into C-31, from C-23 Pass. into C-24 port side, from C-30-M into C-28-1-M, from C-30-M into C-28-M, from C-30-M into C-30-1-M, and from C-30-M into C-34.
- (2) Divers continued smoothing surfaces within 4 " of the edges of the access hole in the port side, fr. 23, between the main and 2nd decks.
- (3) Surveyors checked location of anchorage on Ford Island.
- (4) Completed installation of 4" coaming for hatch on #7 access hole.
- (5) Set #7 airlock on the airlock extension frs. 105-106 starboard side and commenced fitting and joining same.
- (6) Continued skimming fuel oil from various access holes and fuel oil tanks and pumping it into the INTREPID.
- (7) Continued pumping gaseous water from #3 access hole.
- (8) Continued construction of divers' guidance model of the UTAH.

ARIZONA (1) Continued pumping gun chamber, turret #2. Continued removing shell loading table. Forward and after roof plate sections and rangefinder are ready for lifting. (2) Continued pumping turrets #3 and #4 to 1st platform. Machinists continued reaming holes in lifting pads and bulkheads in turret #4. (3) Diver completed changes to supports for pump abreast turret #4. Additional timbers and braces have been installed to support pump when original supports are cut away from turret structure. (4) Divers continued removal of port deck winch, main deck aft. (5) Divers cutting underwater wreckage on main deck at fr. 19 to 21, port, cutting conning tower supporting structure, and boat deck at fr. 56. Removed 1-1/2 tons of scrap from ship. (6) Sprayed the bores of turret #2 guns with tectyl.

YMT5 Arrived and docked Marine Railway.

29 March, 1943

OKLAHOMA (1) Divers continued assisting Pacific Bridge Company in disconnecting #1 and #2 sets of back-stay cables from side of ship. Had difficulty in withdrawing one pin in #1 set due to its being upset. (2) Pacific Bridge Company connected #1 and #2 tackles to wire rope straps around #1 turret and made adjustments in similar new connection at other points on ship. (3) Operated winches to set approximately uniform initial tension in all tackles except #1, 2, 20, and 21 on which such adjustments are still being made.

UTAH (1) In access hole #5, divers secured open the W.T.H.'s in the 2nd platform from C-23 to C-6, from C-23 to C-5, from C-33 to C-15. Also opened and scoured open the wire mesh door from passage into C-6. Also drilled a 3/8" vent hole at fr. 78 1/2 from C-4 into C-7. (2) Divers continued smoothing surfaces within 4" of edges of access hole in port side, fr. 23, between the main and 2nd decks. (3) Commenced cutting access holes into the bottoms of the starboard blister fuel oil wing tanks. (4) Continued installation of #7 airlock on airlock extension frs. 105-106 starboard side. (5) Commenced installing connections from the diver's air supply and driller's air supply lines to #7 airlock. (6) Continued skimming fuel oil from various access holes and fuel oil tanks and pumping it into the INTREPID.

ARIZONA (1) Continued pumping turret #2 gun chamber. Removed remaining roof plates, T-1 and T-5 from turret and removed rangefinder from turret officers' booth by cutting out tops of rangefinder hoods. (2) Continued pumping turrets #3 and #4. Machinists began installing fitted bolts in lifting pads, turret #3. (3) Divers continued removal of port deck winch. Cutting underwater wreckage on main deck at fr. 20 and on 2nd deck in same area. Cutting conning tower structure and boat deck aft of turret #2 to fr. 60. No scrap removed from ship.

DENT Completed and departed.
(APD9)

TALBOT Completed and departed.
(APD7)

L5T453 Completed and departed.

OKLAHOMA (1) Completed setting uniform tensions on all hauling tackles and commenced pulling, with winches #1, 2, 3, 4, 6, 15, 18, 20, and 21 at 1225, 29 March and with the remainder of winches at 1228. Ship was in 40 degree position. Continued pulling until 1450 at which time tackle #18 became too blocked due to length of strap around #3 barbette. Stopped all winches while tension was still on #18. Position of ship was 34 degrees, -30'. (2) Pacific Bridge Company installed an additional multiple 1" wire rope strap around #3 barbette and connected #19 tackle thereto. Continued work to install a third strap for connection of #17 tackle to #3 barbette. (3) Commanding Officer, V.I.O. reports all A.A. and broadside guns treated with tectyl by Ships Force can now be trained and elevated.

UTAH (1) In access hole #5, divers secured open the following W.T.D.'s in the 1st platform spaces, from starboard passage fr. 72 into C-39, from C-35 into C-37-M forward, from C-35 into C-37-M aft, from C-35 into C-38-M starboard, From C-35 into C-26 access trunk centerline fr. 78, and the W.T.H. in the 1st platform from C-38 starboard to C-25-M 2nd platform. (2) Divers completed smoothing surfaces within 4" of edges of access hole in the port side fr. 23 between the main and 2nd decks. (3) Commenced welding hull access manhole into #6 access hole. (4) Continued welding bolting flange to #7 airlock and fitting ease on airlock extension frs. 105-106 starboard side. (5) Continued drilling and cold-cutting access holes into starboard wing (blister) fuel oil tanks. (6) Continued installing connecting lines from divers air supply and drillers air supply lines to #7 airlock. (7) Continued skimming fuel oil from various access holes and fuel tanks and pumping it into the INTREPID.

ARIZONA (1) Constructing cofferdam for top of turret #2.
(2) Continued installing bolts in lifting pads in turret#3. Continued reaming out holes in pads and gun girders in turret #4. Continued pumping turrets #3 and #4. (3) Divers continued removal of port deck winch on main deck aft. Divers cutting underwater wreckage at fr. 20, main deck and aft of conning tower to fr. 60.

30 March, 1943

ARIZONA Cutting conning tower supporting structure.
Cont'd (4) Delivered rangefinder to berth #5. No scrap metal removed from ship. (5) Wooden cofferdam for installation around #4 barbette is nearing completion at berth 5.

BEAUMONT Undocked Floating Dry Dock YFD2. Completed
PG60 and departed.

PC583 Undocked Floating Dry Dock YFD2. Completed
and departed.

MISSISSIPPI Undocked Dry Dock #2, went to berth 3 for
completion.

KAILUA Docked Floating Dry Dock YFD2.
AG33

31 March, 1943

OKLAHOMA (1) Pacific Bridge Company connected #17 tackle to wire rope strap around #3 barrette, and hauled our #18 tackle and connected to a new strap around #3 barrette. (2) Took up slack in all tackles aft in preparation for starting pull. (3) Took position readings and checked position of ship at about 34°.

UTAH (1) In access hole #5, divers secured closed the W.T.D. from starboard passage of C-35 into B-28 wiring passage Fr. 72 1st platform spaces secured closed the W.T.D. from crew space C-100 port side into C-104 fr. 79 1/2 3rd deck space, secured closed the escape hatch from crew space C-100 port side into B-100 passage fr. 71 1/2 3rd deck space. Opened the W.T.H. from 72 starboard side 2nd deck, opened the door fr. 67 1/2 starboard side 2nd deck space into firemen's wash room. (2) Cut access holes into the bottom of B-71-1-F between frs. 52-53, B-73-1-F between frs. 57-58, B-77-1-F between frs. 64-65, B-79-1-F between frs. 71-72. These are starboard wing (blister) tanks. Continued cold-cutting access holes into other wing tanks starboard side. (3) Continued welding bolting flange to #7 airlock and fitting same to airlock extension frs. 105-106 starboard side. (4) Continued welding hull access manhole into #6 access hole. (5) Continued installing connecting lines from the divers air supply and drillers air supply lines to #7 airlock. (6) Continued skimming fuel oil from various access holes and fuel oil tanks and pumping it into the INTREPID. (7) Continued construction of divers' guidance model of the UTAH.

ARIZONA (1) Pumping turret #2. Continued constructing cofferdam around top of turret #2. Continued cutting out shell loading table. Removed director and periscope from Officer's booth and delivered to berth 5. (2) Continued pumping turrets #3 and #4. Completed reaming holes in lifting pads and gun girders in turret #4. Took measurements of holes and ordered bolts. (3) Divers continued removal of deck winch (port) on main deck aft. Cutting underwater wreckage on main and 2nd deck at fr. 20, cutting conning tower structure and boat deck aft of turret #2 to fr. 60. About 1/2 ton of scrap removed from turret #2.

NORTH CAROLINA Docked Dry Dock #2.
BB55

R.W. PAINE,
Captain, U. S. Navy,
By directon.

April 1, 1943

UTAH on the starboard side of the 2nd deck, at fr.44,
Cont'd fr.45 1/2, fr.47, fr.51 1/2, fr. 60, fr.65, fr.66 1/2, and
fr.68. (8) At access hole starboard side fr.41 between
the main and upper decks, divers commenced smoothing by
grinding, the outside surfaces within 4" of the edges
of hole.

ARIZONA (1) Continued pumping turret #2. Making repairs to 10" gasoline pump and building cofferdam around top of turret #2. (2) Pumping turrets #3 and #4. Installed two remaining bolts in lifting pads in turret #3. This turret is ready for lifting subject to removal of portion of temporary quay to allow proper placing of crane. Furnished measurements for bolts for turret #4 lifting pads to X31. (3) Shifted air compressors from temporary quay abreast turret #3 to boat deck. (2) Divers continued work on port deck winch aft. Lifted out winch motor, cleaned off barnacles and sprayed with tectyl. (5) Cutting under later wreckage at fr.20, main deck, and on wreckage aft of turret #2 to fr.60. No scrap removed from ship.

KAULA Undocked Floating drydock YFD2, went to Berth 13 for completion.

YMT5 Undocked Marine Railway, went to Berth 5 for completion.

HALIBUT Arrived Berth 2 for overhaul.

SCORPION Arrived and docked Floating Dry dock YFD-2.

April 2, 1943

OKLAHOMA (1) Divers assisted Pacific Bridge Company in casting loose #7 tackle connection to side of ship (under-water). (2) Analysts of mudline survey indicates that a mud wave has been formed under the ship extending to within about 15 feet of the starboard side amidships. Making preparation to use excavating jet under the ship. (3) Completed flooding of the starboard blister aft of frame 56. (4) Commenced determination of exact position of ship by triangulation. (5) Pacific Bridge Company completed renewal of wire rope strap for fit tackle connection to conning tower and installed strap and connected #7 tackle to C.T. Commenced work to connect #5 tackle and additional strap around #2 barrette, and minimum cutting of structure to connect #8 tackle to center leg of foremast at upper deck level.

UTAH (1) Divers continued preparation of hole in starboard side between main and upper decks, fr.41 for installation of W.T. patch. (2) In #5 access hole, divers opened W. T. door from B-116, fr. 71, portside, into food issue room; found open W.T. door fr.68, port side of 2nd deck from B-? into fireman's washroom; found open W.T. hatch in 2nd deck fr. 67 1/2 port side; and closed door, frame 70 1/2 port side, from food issue room into intake armor grating space. (3) Continued installation of #6 and #7 airlocks, and air piping into the latter. (4) Continued pumping gaseous water to reduce gas in #3 access hole, and skimming fuel oil from various holes and tanks. (5) Pacific Bridge Company continued excavating for anchorages on Ford Island, and surveyed to determine exact position of ship.

ARIZONA (1) Completed repairs to 10" pump on turret #2 and began installing an additional 10" gasoline pump. (2) Continued pumping turrets #3 and #4. Received and installed five bolts for lifting pads in turrets #4. (3) Divers continued removal of port deck winch, aft. Divers cutting underwater wreckage at fr.17-20, main and 2nd deck and aft of turret#2 to fr.60. No scrap removed from ship. (4) Connecting airlines for divers to compressors on boat deck and installing new volume tank.

??? Hull work completed, placed overboard and departed.

MINNEAPOLIS Undocked DD#1, went to Berth 1 for completion.

??? Undocked DD#1, went to Berth 13 for completion.

April 3, 1943

OKLAHOMA (1) Divers examined port blister for damage from fr. 117 to 74. Also, assisted Pacific Bridge Company in disconnecting #5 tackle backstay wires from starboard side of ship. (2) Pacific Bridge Company commenced use of jet water starboard side of ship to reduce mud wave. Complete connection of #5 tackle to #2 barbette and commenced work to connect #8 tackle to center leg of foremast at upper deck. Took soundings inboard of ship. (3) When ready to recommence righting operations, it is now expected that tackle connections will be as follows:

<u>Connection</u>	<u>Tackles</u>
#1 barbette	#1 and #2
#2 barbette	#3, #4, and #5.
Conning tower	#6 and #7
Center leg foremast, Upper deck	#8
Stbd. leg foremast, Upper deck	#9
Stbd. leg, mainmast, Upper deck	#14
Kingpost	#15
Center leg mainmast, Main deck	#16
3 barbette	#17, #18, and #19
#4 barbette	#20 and #21.

Tackles #10, #11, #12, and #13 are attached to side of ship at blister flat.

UTAH

1) Cut access hole into C-89-1-F, fr. 90-91 starboard. (2) Continued installation of #6 and #7 airlocks. (3) Continued skimming fuel oil from water in various holes, and reducing gas by pumping gaseous water from #3 access hole. (4) In access hole #5, divers closed W.T. door at fr.72 1/2 port side of 2nd deck from B-116 to C-113. Also, continued cleaning for patching the underwater hole through ship's side at fr.41, starboard between main and upper decks. (5) Pacific Bridge Company continued excavating for anchorages.

ARIZONA

(1) Continued installation of additional 10" play in turret #2. (2) Completed installation of lifting pad bolts in turret #4. (3) It is expected that X70 quay will begin removal of part of temporary quay abreast turret #3 port side, today. (4) Port deck winch aft in ready for lifting. (5) Divers cutting underwater wreckage on 2nd deck at fr.16-20, port, cutting wreckage aft of conning and in conning tower supporting structure. No scrap removed from ship.

??CO Arrived Berth 23 for repairs.

SCORPION Undocked YFD2, completed and departed.

April 3, 1943

YT336 Completed and departed.

???? Arrived Berth 14 for steering gear.

????SITE Completed and departed.

YO23 Arrived Berth 14 , prior to docking.

S??K Arrived and docked, Floating dry dock YFD-2.

April 4, 1943

OKLAHOMA (1) Divers assisted Pacific Bridge Company in disconnecting backstay cables from side of ship. Also, examined port side of ship; and found no topside wreckage hanging over the side but did find considerable damage to blister, frames 50-70. (2) Pacific Bridge Company continued removal of soil by means of siphon jet, from under starboard side of ship. Completed connection of #8 tackle to center leg of foremast at upper decks, and of #19 tackle to a new strap around #3 barrette. Completed cutting of structure upper deck preparatory to the connections to mast legs.

UTAH (1) Cut access hole into C-85-1-F, frames 82-83, starboard (2) Completed installation of #7 airlock and continued to install #6. Continued installing air piping to both, (3) Continued skimming fuel oil from various access holes (4) In access hole #5, divers closed W.T. doors to uptake; at frame 59 port side to uptake; and at frame 55 port side to intake space. Opened W.T. doors at center line frame 55 from General Workshop; at frame 58 1/2 portside of workshop; and at frame 66 1/2 port into foreman's washroom.

ARIZONA (1) Completed installation of additional ten inch pump (gasoline) on turret # 2. Pumped water down to within about four feet of deck in gun pit. Continued removing project loading cable. (2) Continued pumping turrets #3 and #4 . Began removing part of temporary mooring abreast turret #3, port side. (3) Removed from ship and delivered to berth #5, one electric motor from port deck winch, aft at six shell transportation slings (14"). Removed one ton scrap. (4) Installed additional electrical power cable from ship overhead line on Ford Island. (Three conductor, #? cable.) (5) :Divers cutting underwater wreckage at frame 24-26, second deck and on wreckage aft of turret #4 to frame #66.

?????UA Arrived Berth 2 for boiler upkeep.

?????????????R Arrived and docked dry dock #1.

????????????? Docked Dry Dock #1.

HELLGATE Arrived and docked DD#1.
(dredge)
SUNNADIN Completed and departed.
???? Completed and departed.

April 5, 1943

OKLAHOMA (1) Divers assisted Pacific Bridge Company in disconnecting #9 and #14 tackles from side of ship. (2) Pacific Bridge Company continued use of water jets and air lift remove soil from under starboard side of ship. Connects #9 tackle to starboard leg of foremast and reinforced connection of #? tackle to center leg by 10 additional turns of 1" wire. Overhauled #14 tackle preparatory to connection to starboard leg of mainmast, and commenced gas cutting of structure necessary for connection of #16 tackle to center leg of mainmast.

UTAH (1) Completed installing air tested #7 airlock. Continued installation of #6 airlock and air piping thor? (2) Continued skimming oil and pumping gaseous water from access holes. (3) Divers continued work. toward closing holes in starboard side of ship at fr.41 between main and upper decks. In #5 access holes. Examined and closed W.T.D. from B-116 at fr. 70 1/2 into intake trunk between 2nd and main decks; found closed escape hatch in bulkhead 71 1/2 between 3rd and 2nd decks starboard; closed door to ammunition hoist fr. 72 starboard, between 3rd and 2nd decks; completed closing of door between compartments B-116 and C-113 at fr.72, port. (4) Pacific Bridge Company commenced drilling holes in soil for blasting in connection with excavations for anchorages on Ford Island.

ARIZONA (1) Pumping turret #2. Cutting out shell loading table and deck officers' booth. Recovered five skulls and various bones from turret. (2) Pumping turret #3 and #4 Continued removal of temporary mooring abreast turret #3, port side. (3) Divers removed several articles of silverware from admiral's pantry and plates, saucers, etc. (4) Divers removed approximately 15 tons of scrap from inside the ship at the bow to quay and continued cutting wreckage aft of turret #2 to fr. 60. Removed 1/2 tons of scrap from ship.

PC550 Undocked DD#3, went to Berth 12 for completion.

PC586 Undocked DD #3, went to Berth 2 1/2 for completion.

????? Undocked Floating Dry Dock YFD2, completed and departed.

MISSISSIPPI Completed and departed.

GANSEVOORT Completed and departed.

PLUNGER Completed and departed.

??PA Completed and departed.

April 6, 1943

OKLAHOMA (1) Divers assisted in disconnecting #16 tackle back-Bridge Company stays from side of ship. (2) Pacific Bridge Company completed connection of #14 tackle to starboard leg of mainmast, and commenced connecting #16 tackle to center leg of mainmast, after completing the necessary removal of structure and other interference. Completed soil removal with jet and air lift under after end of ship. and began removal from frame 60 to 40.

UTAH (1) Applied air pressure in #7 airlock and commenced drilling out access hole #7 in bottom of ship (below water line.) (2) Continued installation of #6 airlock piping thereto. (3) Continued skimming fuel and of air piping oil and circulating gaseous water from access holes. (4) Divers continued preparation of hole in side of ship for patch plate. In access hole #5, closed doors to uptake frame 55 and 67 starboard between 2nd deck and main deck; opened door to General workshop between main and 2nd deck frame 58 1/2, starboard; and between 3rd and 2nd decks closed ammunition hoists at frames 75 and 79 starboard and opened door to C-101, starboard. (5) Pacific Bridge Company resumed excavating for anchorages on Ford Island.

ARIZONA (1) Pumping turret #2. Continued cutting out deck in officers' booth. (2) Continued pumping turrets #3 and #4. (3) Continued removal of temporary mooring abreast turret #3, port. Divers assisting. (4) Cutting scrap metal on forward quay to sizes for truck handling. (5) Divers recovered some silverware and chinaware from Admiral's cabin. Divers cleaning silt from wreckage projecting from side of ship at fr.15-20, port, just above armor. Cutting free wreckage at fr.19 and aft of turret #2 to fr. 60. None removed from ship. Located another ten ton anchor on bottom outside ship forward.

YO23 Docked Marine Railway.

SOHLEY Arrived Berth 12 1/2.

7 April, 1943

OKLAHOMA (1) Divers checked mudline under starboard side of ship and investigated feasibility of introducing compressed air, if needed for buoyancy, into port wing voids. (2) Sounded and refilled starboard blister compartments aft of frame 55. (3) Pacific Bridge Company completed connection of #16 tackle to center leg of mainmast and removal of soil under starboard side of ship aft of frame 50. (4) Set initial tensions on all tackles, except #10, 11, 12, and 13, which ere still connected to starboard blister.

UTAH (1) Working in airlock #7, cut access hole through outer hull plating into D-99-V. (2) Continued installation of #6 airlock and air piping thereto. (3) Continued skimming oil and circulating gaseous water by pumping. (4) In access hole #5, divers closed door to uptake enclosure between 2nd and main decks frame 59 1/2, starboard; checked and found closed ammunition hoists at frames 54, 60, and 69 1/2 starboard side between 2nd and main decks, except one side is open at frame 69 1/2. (5) Pacific Bridge Company continued excavation on Ford Island.

ARIZONA (1) Pumping turret #2. Began removing shell rammers and rammer motors.
(2) Continued pumping operations in turrets #3 and #4
(3) Continued removal of outboard and of temporary quay abreast of #3 turret. (4) Divers burning section of skin of ship projecting outward above armor at fr.19-21. Cutting wreckage amidship at frame16. Cutting wreckage aft at turret #2 and assisting in removal of quay.
(5) Divers removing starboard deck winch aft.
No scrap metal removed from ship.

CHEW Redocked Dry Dock #3.

??V??E Completed and departed.

PC586 Completed and departed.

????ING Completed and departed.

April 8, 1943

OKLAHOMA (1) Completed preparations for pulling, including reconnection of distance wires, except low wire at midship position station. (2) Checked, position of ship and found to be 25 degrees -30 minutes, in agreement with previous triangulation. The change from -28°-30' at end of last pulling period is considered to be due to flooding starboard blister aid to cumulative errors in previous readings. (3) Commenced pulling with all winches, except 10, 11, 12, and 13, at 0950, 7 April. Took up slack on 10, 11, 12, and 13, which are still connected to side of starboard blister. Other tackles are connected as listed in report of 3 April. (4) Continued pulling in accordance with the following tabulations:

<u>Start</u>	<u>Stop</u>	<u>Pulling</u> <u>Period</u>	<u>Final</u> <u>Angle</u>	<u>Hourly</u> <u>Average</u>
0950	1304			
1330	1352	3h.-36'	15°	2.92°
		Total pulling time to date	65 h. -25'	
		Total rotation of ship	136°-30'	
		Hourly average	2.08°	

(5) Stopped pulling due to considerable increases in pulling loads and to failure of multiple wire rope strap connecting #1 tackle to #1. barbette. Examinations showed partial failures of straps connecting #2, 8 and 9 tackles. (6) After stopping pull, divers checked mudline on starboard side. Completed flooding of starboard blister by filling sections forward of frame 55. (7) Pacific Bridge Company resumed removal of soil under starboard side of ship by jet and air lift, working forward from about frame 70. Also, commenced work toward renewal of straps for #1 and 2 #2 tackles, and reinforcement of #8 and #9 straps.

UTAH (1) Working in #7 airlock, commenced cutting out section of longitudinal frame 105-106 starboard to clear access hole. (2) Completed installation of #6 airlock. (3) Continued pumping gaseous water and skimming oil, from various access holes. (4) Divers resumed clearing hole in ship's side at frame 41 starboard between main and upper decks and taking dimensions for patch. In #5 access hole, divers opened doors between 2nd and 3rd decks on starboard side as follows:

April 8, 1943

<u>UTAH</u>	<u>Frame#</u>	<u>Compartments</u>	<u>Connected</u>
<u>Cont'd</u>	49	B-105	B-103
	57	B-109	B-105
	57 1/2	B-101	B-109
	65	B-113	B-109
	73	C-101	B-113 (to be closed later)

Also found open hatch in 2nd deck frames 49-50, starboard, and cleared for closing. (5) Pacific Bridge Company continued excavations on Ford Island.

ARIZONA (1) Pumping turret #2. Prepared rammers for removal. (2) Continued pumping turrets #3 and #4. Lifting pads for second lifts should be available from shop today. (3) Continued removal of temporary quay abreast turret #3. The 15 ton crane is not now available and as a result the two dolphins will be disassembled for removal. (4) Divers continued removal of starboard deck winch aft, Ready for lifting. (5) Divers cutting projecting freelance at frame 20, port, wreckage at frame 19 inside box and aft of turret # 2; and assisting in removal of quay at turret #3.

HELLGATE Undocked DD#1, went to Berth 12 for completion.
(Dredge)

OCEANOGRAPHER Undocked DD#1, went to Berth 17 for completion.

CROWNBLOCK Undocked DD#1, went to Berth 18 for completion.

???? Completed and departed.

DRACO Completed and departed.

PC590 Completed and departed.

?????? Arrived Berth 6 for repairs.

April 9, 1943

OKLAHOMA (1) Divers connected air hoses from topside to manholes to port outboard voids C-20-V and C-12-V for possible use in gaining buoyancy by compressed air. Removed W.T. door to compartment C-104. (2) Commenced cutting for removal of structural wreckage hanging from port side of bridge structure and of boat stowages on superstructure deck. Also started cutting to removal hood over upper end of dynamo room trunk, frames 76-78 port side of superstructure deck. (3) Installed outlet on communication system from Central Control at clinometer on ship. (4) Pacific Bridge Company renewed multiple wire rope straps on #1 barbette slack #1 a in #1 on #1 barbette and reconnected and took up slack in #1 and #2 tackles. Continued soil removal understarboard side of ship working forward from about frame 68. Continued use of water jet to remove and from port side dock house and A.A. gun bulwarks.

UTAH

- (1) In airlock # 7, completed removal of section of structural longitudinal in way of access opening.
- (2) Completed installing air supply and exhaust to #6 section of air bubble adjacent to #6 airlock.
- (3) Continued skimming all and pumping gaseous water from access holes. (4) Divers disconnected counterbalancing spring from armored hatch frame 49 ½, starboard, in 2nd deck and continued work toward closing hole in starboard side of ship at frame 41.
- (5) Pacific Bridge Company continued excavation on Ford Island.

ARIZONA

- (1) Pumping turret #2. Removed and delivered to berth #5 three projectile rammers, MKII Mod.1, two W.T. doors to officer's booth, and one W.T. hatch to booth. Continued pumping turrets #3 and #4. Received 16 lifting pads for lifting second sections of turrets # 3 and #4 and foundations. Planning is determining remedial procedure to correct discrepancies in ordered sizes of holes in lifting pads and of pins. (3) Divers completed recovery of starboard deck winch aft. Delivered to berth #5. (4) Divers cutting projecting wreckage outside ship at frame 19-21, port; at frame 16 inside bow; and aft of turret #2. Divers assisted in removal of quay at turret #3. Removed 1 1/2 tons as scrap. (5) Disassembling dolphins abreast turret #3, portside.

YO25 Undocked Marine Railway

C????LNUT Arrived and docked Marine Railway.

??LOH Arrived Berth 18.

April 10, 1943

OKLAHOMA

(1) Divers connected air hoses from topside to manholes of port outboard voids C-16-V and D-3-1-P-V. Made preparations to connect to B-2-2-P-V and B-1-2-P-V. (2) Removed wreckage at bridge structure, boat stowages on superstructure deck, and other miscellaneous loose material to clear topside working area. Also removed cover of dynamo room trunk for access. (3) Pacific Bridge Company completed reinforcement of multiple wire rope straps for #8 and #9 tackles around mast legs; continued removal under starboard side of ship; and continued washing out mud in port side of deck house and gun bulwarks.

UTAH (1) Working in airlock #7, commenced cutting access hole through inner bottom into D-7 at frames 105-106. (2) Additional diving group made preparations for working #7 access hole. (3) Divers took underwater test photographed outside of ship. (4) Continued skimming oil and circulating gaseous water from access holes. (5) Divers completed preparation of hole in starboard side at frame 41 for patch and rechecked measurements. In access hole #5, divers opened door from C-6 into C-8 between inner bottom and 2nd platform; and checked ammunition holes at frames 72-75, and 78, starboard between 1st and 2nd platforms and found not equipped with W.T covers. (C) Pacific Bridge Company continued observations on Ford Island.

ARIZONA (1) Pumping turret #2. Began removal of electric winch motor and rammer motors. (2) Continued pumping turrets #3 and #4. Began installation of lifting pads for second lift in turret #3. (3) Continued removal of dolphins abreast turret #3. (4) Divers cutting underwater wreckage projecting from side at fr. 19-21, port, and wreckage aft of turret #2. Recovered approximately 30 feet of anchor chain from mud outside port bow. Diver assisted in removal of dolphins. No scrap removed from ship.

???? Arrived Berth 6 for repairs.

TRIGGER Arrived and docked, Floating dry dock YFD-2.

April 11, 1943

OKLAHOMA (1) Divers attempted, but due to wreckage were unable, to reach manhole to port outboard voids B-2-2-P-V and B-1-2-P-V in forward deck at storeroom. Located #8 5" A.A. gun in mud, the only one that had fallen off the ship. (2) Took triangulation readings to check position of ship. (3) Ship's force (V.I.O) continued cleaning and preserving the port A.A. guns. (4) Pacific Bridge Company continued soil removal under and adjacent to starboard side of ship in accordance with Salvage Section sketch #SS-E3. Report completion from frames 6 to 40.

UTAH (1) Working in airlock #7, continued cutting an access hole through inner bottom into C-7 between frames 105-106 starboard side. (2) Continued skimming fuel oil and circulating gaseous water from access holes. (3) In access hole #5, divers commenced closing W.T.H. in the 2nd dock at frame 62 1/2 starboard side from B-109 into B-116 starboard. (4) Pacific Bridge Company continued excavations on Ford Island.

ARIZONA (1) Pumping turret #2. Continued removal of rammer motors (2) Pumping turrets #3 and #4. Continued welding lifting pads in turret #3 for lifting 2nd section of rotating portion. (3) Completed removal of quay abreast turret #3. Two broken pilings remain to be sawed off. They are approximately 30' underwater. (4) Divers cutting underwater wreckage projecting from side at frame 19-21, port. Cutting wreckage at frame 16 inside bow, and aft of turret #2. Divers assisted in removal of dolphins. No scrap removed from ship.

TRIGGER Undocked floating Dry Dock.

MINNEAPOLIS Completed and departed.

CR??BOCK Completed and departed.

HELLGATE Completed and departed.
(Dredge)

YRT5 Completed and departed.

April 12, 1943

OKLAHOMA

(1) Completed triangulation check on position of ship. (2) Divers attempted, but were unable to open door 3-66-198 on 3rd deck port side for access to manhole to wing void tanks. (3) Uncovered wreckage previously thought to be #8 A.A. guns by use of water jet. Continued search for gun. (4) Pacific Bridge Company continued soil removal under starboard side of ship.

UTAH (1) Working in airlock #7, completed cutting access hole through inner bottom into D-7 at frames 105-106 starboard side. (2) Continued skimming oil and circulating gaseous water from access holes. (3) Installed a 25 M.M. generator on barge YS-88 and connected it to ship's light and power line. (4) In access hole #5, divers partially closed the hatch in the second deck, starboard sides at frames 62 1/2 from B-109 into B-116.

ARIZONA (1) Pumping turret #2. Removed and delivered to Berth #5, two rammer motors and one auxiliary shell hoist motor (electric). (2) Pumping turrets #3 and #4. Completed welding lifting pads for second lift in turret #4. (3) Divers cutting underwater wreckage projecting from side of ship at frame 19-21, port and cutting structure in vicinity of turret #2 to clear area for removal of guns. Removed 4 1/2 tons of scrap steel.

SANTA FE Completed and departed.

HO??RDS Completed and departed.

HMS VICTORIOUS Completed and departed.

PC585 Arrived and docked floating dry dock YFD-2.

AZURLITE Arrived and docked floating dry dock YFD-2.

WALNUT Undocked Marine Railway, went to Berth 12 for completion.

MALANAO Arrived Berth 12 1/2 for boiler repairs.

SC??? Arrived and docked Dry Dock #1.

SURPRISE Arrived and docked Dry Dock #1.

D?CHO Completed and departed.

R?L?N? Docked Marine Railway.

NO. CAROLINA Undocked dry dock #2, went to Berth 16 for completion.

April 13, 1943

OKLAHOMA (1) Divers checked status of soil removal under ship aft of frame 60 and found it to be about 60% complete in this area. (2) Pacific Bridge Company continued excavating under ship by use of air lift pipe and water jets in the vicinity of frame 55. Also used clam shell bucket on crane alongside the ship from frame 40 to 20.

UTAH (1) Made preparations for working in #7 airlock to cut access hole from D-7 into D-20 at frame 105-106, starboard. (2) Continued skimming oil and pumping gaseous water from access holes. (3) In access hole #5, divers completed closing of armored hatch in 2nd deck at frame 62 1/2 starboard and started closing hatch in 2nd deck at frame 49 1/2, starboard. (4) In access hole #4, divers searched for opening in floor plates in boilerroom #B-2. Company continued excavating #B-2. (5) Pacific Bridge Company by drag bucket and blasting on Ford Island.

ARIZONA (1) Pumping turret # 2. Prepared starboard auxiliary shell hoist motor for removal. (2) Continued pumping turrets #4 and #3. Continued installing lifting pads for 2nd lift in turret #4. (3) Divers cutting underwater wreckage aft of turret #2 to clear area for removal of guns. Cleaning mud and silt from area from frame 20 forward, 2nd deck. Diver used air jet for this purpose. (4) Removed 4 tons of scrap steel from ship.

YO43 Arrived Berth 3 for repairs.

PC585 Undocked, Floating dry dock YFD2, completed and departed.

AZURLITE Undocked Floating Dry Dock YFD2, completed and departed.

YAO23 Arrived Berth 14 for main engine overhaul.

US??LT 348 Arrived Berth 14 for tank cleaning.

KEOSANQUA Completed and departed.

April 14, 1943

OKLAHOMA (1) Pacific Bridge Company continued soil removal under starboard side of ship, with air lift and water jets in vicinity of frame 60 and with water jet and clam shell dredge from frames 40 forward.

UTAH (1) Drilled drain holes from D-7 into D-20 and prepared, to cut access hole in 2nd platform between those compartments. Reduced leakage from #7 section of air bubble by applying pressure in #6 section. (2) CO₂ Continued pumping gaseous water from #3 access hole and skimming fuel oil from various access holes. (3) In #4 access hole, divers located bolted plate in blower room deck in boiler room B-2. (4) In #5 access hole, divers closed and partially dogged armored hatch in 2nd deck frame 49 1/2, starboard. (5) Pacific Bridge Company continued excavation on Ford Island.

ARIZONA

(1) Pumping turret #2. Made preparations for closing shell hoist tubes with concrete. (2) Pumping turret #3 and #4. Completed welding lifting pads in turret #4. (3) Recovered one ship's anchor and approximately one hundred seventy-five feet of anchor chain. (4) Diver clearing mud and silt from wreckage around frame 20, 2nd deck. Cutting wreckage aft of turret #2 to clear for removal of guns. (5) Recovered approximately 3-1/2 tons of scrap steel from ship.

WALNUT Completed and departed..

??I?LE Completed and departed.

SALMON Arrived and docked floating dry dock YFD-2.

????G Undocked Dry dock #1, Completed and departed.

SUNFISH Undocked Dry dock #1, Completed and departed.

?????ING Arrived Berth 23 1/2 for installation of projector.

??ING Arrived Berth 17 for voyage repairs.

MARTIN Arrived Berth 17 for voyage repairs.

April 14, 1943

BALOH Arrived Berth 12 1/2 for voyage repairs.

HU???
Arrived Berth 12 1/2 for voyage repairs.

SAN FRANCISCO Arrived Berth 3 for voyage repairs.

LOUISVILLE Arrived Berth 3 for voyage repairs.

WICHITA Arrived Berth 2 for voyage repairs.

April 15, 1943

OKLAHOMA

(1) Divers checked condition of port blister between frames 58 and 70, and continued search for missing 5" AA gun. (2) Pacific Bridge Company continued soil removal under starboard side of ship with air lift and jets at frames 52 to 70, and with clam shell and jet from frame 40 forward. (3) Checked available travel in tackles and determined necessity for out hauling #15, 18, and 21 to assure final righting of ship.

UTAH (1) Commenced cutting an access hole from D-7 into D-20 through the second platform deck between frames 105-106 on the centerline. (2) Continued pumping gaseous water from #3 access hole and skimming fuel oil from various access holes. (3) Installed canvas canopy over #6 airlock. (4) In access hole #4, diving Group #2 entered B-2 fire-room and went down through the starboard airlock into the starboard blower room and down into the third deck space B-100-2 and found this route satisfactory for diving. (5) In access hole #5, diving groups #1 and #3 finished securing closed the W.T.H. in the second deck starboard side frame 49 1/2 from B-105 into B-116 starboard. Also checked and found capped off the fire plugs #37 and #39 on the starboard side, second deck space at frames 59 and 72 1/2, and fire plugs #36 and #38 on the port side second deck space at frames 59 and 72 1/2. (6) Pacific Bridge Company continued excavating on Ford Island.

ARIZONA (1) Pumping turret #2. Continued preparations for closing shell hoist tubes with concrete. (2) Pumping turrets #3 and #4. Machinists making up holding down clips for cofferdam for #4 barrette. (3) Delivered one chock to Oklahoma. Delivered to berth #5 for salvage, 1 ventilation cowl, 3 anchor chain stoppers, and 1 set of mooring bitts. Removed 1 ton of scrap steel. (4) Divers dredging mud and silt, around frame 20, second deck, cutting upper deck and conning tower structure aft of turret #2.

ALLEN Docked Dry Dock #1.

BOGGS Docked Dry Dock #1.

??NLY Docked Dry Dock #1.

GRAYSON Arrived Berth 18 for repairs to starboard reduction gear.

NAUTILUS Arrived and docked Dry Dock #2.

April 16, 1943

OKLAHOMA (1) Divers surveyed mudline and surface of soil under starboard side of ship from frame 40 to 85 to determine soil removal accomplished. In some areas, the removal had exceeded that shown on Salvage Section plan 83-13, but is considered generally acceptable in the areas examined. (2) Pacific Bridge Company continued soil removal under starboard side of ship working aft between frames 80 and 95 and forward between 40 and 15.

UTAH (1) Continued pumping gaseous water and skimming fuel oil from various access holes. (2) In airlock #7, divers commenced work on cutting access hole through 2nd platform from D-7 to D-20 at frames 105-106, starboard. Maintained air pressure of 8 pounds per square inch in #7 section and 4# in #6 section. (3) In access hole #4, divers opened manholes at frame 58 1/2, port and starboard, between 3rd and 2nd decks from B-190-2 to B-100 and B-101 respectively. Also, opened hatch in 3rd deck at frame 57 port side in B-190-2. (4) Pacific Bridge Company continued blasting in connection with anchorage elevations on Ford island.

ARIZONA (1) Removed plug closing port shell hoist tube. Closed tube with concrete below point where tube is to be cut to remove section to clear for removal of guns. (2) Shipfitters continued making up holding down clips for cofferdam to be placed around barbette of turret #4. (3) Divers cutting underwater wreckage inside bow at frame 20, 2nd deck and aft of turret #2 in conning tower structure and on upper deck. No scrap steel removed from ship. (4) Turret #3 has been ready for commencement of lifts for removal since 11 April. Expect 150 ton crane to be available on 18 April.

GRAYLING Completed and departed.

YO43 Completed and departed.

????ET CUCSE?A Arrived Berth 18.

CGC KUKUI Arrived Berth 18.

April 17, 1943

OKLAHOMA (1) Divers entered ship through trunk at frame 13 opened doors 2-5-235 to A-124 and 2-9-237 to A-125.
(2) Commenced receiving pipe and fittings for installation of fresh water, salt water, divers' air, and service air systems on ship for use in refloating operations.
(3) Pacific Bridge Company completed soil removal under starboard side of ship and made check of results by diver. Stopped off hauling wires of tackles 16 to 21 inclusive. Outhauled tackle #15 and reconnected to shorter multiple wire rope strap or kingpost on ship to increase available travel in tackle. Began same operation on #18 tackle to #3 barbette. Began construction of walkway from shore to ship on #9 tackle pendants.

UTAH

(1) Continued pumping gaseous water from #3 access hole
(2) In #7 airlock, divers continued cutting an access hole from D-7 into D-8 through the 2nd platform deck between frames 105-106 on the centerline. (3) In access hole #4, divers closed the W.T. door on the centerline at frame 67 between 3rd and 2nd decks from B-3 uptake into B-100-3. Also closed the W.T. door on the centerline at frame 59 between 3rd and 2nd decks from B-100-2 into B-2 uptake. The W.T. door on the centerline frame 62-3/4 between 3rd deck and 2nd deck from B-2 uptake into B-3 uptake and W.T. H. at frame 54 centerline in the 2nd deck from B-100-2 into passage 2nd deck space were found open.

ARIZONA

(1) Allowed turret #2 to remain flooded. Waiting for concrete in port shell hoist tube to set before pumping down. (2) Completed holding down clips for cofferdam around turret #4 barbette. Began moving equipment from turret #3 in preparation for lifting. (3) Divers jetting mud from wreckage inside bow at frame 20. Cutting wreckage aft of turret #2 down to and including upper deck. No scrap removed from ship.

PC501 Hoisted from 1010 dock, moved to Bishop Point.

McFARLAND Completed and departed.

NAUTILUS Undocked Dry Dock #2, completed and departed.

SAN FRANCISCO Completed and departed.

??NT348 Completed and departed.

April 18,1943

OKLAHOMA (1) Divers assisted Pacific Bridge Company in reeving new and shorter multiple wire rope straps around barbettes in #3 and #4 for tackles #18 and #20 respectively. Surveyed mudline and surface of soil under starboard side of ship forward of frame 40 and aft of frame 85. (2) Commenced clearing former after air control barge and cleaning air hose and other material. (3) Pacific Bridge Company completed reconnection of #18 and #20 tackles to new straps on barbettes in order to increase available travel in tackles. Continued reconstruction of walkway from shore to ship on pendants and backstay cables of #5 tackle.

UTAH (1) Continued pumping gaseous water and skimming oil from access holes. (2) Relocated air compressors on barge to leeward of generators to avoid pick-up of gases from engine exhausts. (3) At #4 access hole, made arrangements for hoisting diver out of ship to avoid long ladder climb at end of dive. (4) In #7 air lock, divers continued cutting access hole in 2nd platform. (5) Pacific Bridge Company continued excavating on Ford Island.

ARIZONA (1) Pumped down turret #2 chamber. Concrete closure in port shell hoist tube held satisfactorily. (2) Mudline final preparations for receiving 150 ton crane to lift #3 turret on 18 April, A.M. (3) Divers cutting underwater wreckage in bow at frame 20, 2nd deck, and aft of turret #2 to upper deck level. No scrap removed from ship.

MARTIN Completed and departed.

Completed and departed.

WICHITA

LOUISVILLE Completed and departed.

???ON Completed and departed.

?????S Completed and departed.

??RIS Completed and departed.

KAILUA Undocked Marine Railway, went to Berth15 for completion.

FINBACK Arrived Berth 1 1/2 prior to docking.

April 19, 1943

OKLAHOMA (1) Continued cleaning gear on air control barge.
(2) Took strain gauge readings on hauling parts of
tackles. (3) Pacific Bridge Company suspended
operations for the day (Sunday).

UTAH

(1) Continued skimming fuel oil from various access
holes and pumping gaseous water from #3 access hole.
(2) In #7 air lock, divers continued drilling and chipping
(3) on access hole from D-7 into D-20 through
the 2nd platform deck between frames 105-106. (3)
In access hole #4, divers secured open the following
doors between main and 2nd decks - door from
passage to B-116 at frame 53 starboard side; door
to the firemen's showers frame 52 1/2 starboard side;
door to the Mess Attendant's Wash room frame 49
port side; and door to the Servant's wash room
frame 51 port side.

ARIZONA (1) Pumped turret #2. Began removing part of port
shell hoist tube and made preparations for pouring
concrete in starboard tube. (2) Removed discharge
pipe from deep well pump in turret #3. Cast loose
pump for removal. The 150 ton crane was not avail-
able due to wind above 12 knots. (3) Delivered
port deck winch, aft to berth #5 for overhaul.
(4) Divers cutting on wreckage aft of turret #2
to upper deck level. No scrap removed from ship.

OCEANOGRAPHER Completed and departed.

KAULA Completed and departed.

MAURY Arrived and docked Dry Dock #2 for reloading bearings.

FINBACK Docked Dry Dock #2 for interim docking.

April 20, 1943

OKLAHOMA (1) Divers assisted in reeving new shorter straps from #21 tackle to #4 barrette. (2) Marked frame numbers on weather decks. (2) Pacific Bridge Company completed outhauling and reconnecting #21 tackle, and reconnecting distance wires. (4) Set initial pensions on tackles 1, 2, 15, 18, 19, 20, and 21, and making other preparations to commence pulling. (5) Checked position of ship by triangulation and by position station readings.

UTAH

(1) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 access hole. (2) In #4 access hole, divers removed ladder from across hatch in 2nd deck Fr. 54 centerline from to B-100-2 to B-110 passage and ladder from across hatch in main deck Fr. 47 1/2 stbd., side from B-116 to trunk leading to superstructure. This hatch and the one opposite on the port side have no hatch closures. Found and secured open door in the bulkhead 46 between the main and 2nd deck starboard side from B-116 into dynamo trunk, and door in diagonal bulkhead Fr. 46 1/2 between main and 2nd deck from B-116 into crews' space. (3) In #7 airlock divers continued cutting an access hole from D-7 into D-20 through 2nd platform deck. (4) Pacific Bridge Company continued excavation on Ford Island.

ARIZONA (1) Removed approximately 15 tons of wreckage aft of conning tower structure and placed on quay for cutting up. Diver clearing mud from wreckage in bow forward of frame 20. No scrap steel removed from ship. (2) Removed upper and middle sections of rotating portion of turret #3. This leaves lower section, foundation ring, and rollers to be removed in turret #3. Continued pumping turrets #3 and #4.

YO308 Arrived Berth 14 for repairs.

April 21, 1943

OKLAHOMA (1) Commenced righting pull with ship in 15° position at 0805, 20 April and continued until 1015, 20 April, with ship in 10° -15' position, at which time pulling was stopped due to excessive loads on winches. (2) Divers checked mudline under starboard side of ship and removed caps from blister sounding tubes to assure complete flooding. (3) Connected air compressors to hoses previously installed to port wing void tanks, C-20-V, C-12-V, C-16-V, and B-3-2- -V; and attempted to gain buoyancy on low side of ship by forcing out water with compressed air. This was found not feasible due to escape of air into ship through structure apparently damaged by torpedo hits. Attempted to flood starboard wing fuel oil tank by means of hose inserted in air escape pipe on upper deck, but pipe overflowed after about 1 hour of flooding, indicating that valves to most tanks were closed. These valves are generally inaccessible in 3rd deck storeroom. (4) Commenced pulling again at 1530 and stopped at 1600 due to excessive loads on winches. Ship was in 9°-15' position.

Summary

<u>Start</u>	<u>Stop</u>	<u>Pulling Period</u>	<u>Final Angle</u>	<u>Hourly Average</u>
0805, 4-20	1015)			
1530, 4-20	1608)	2h.-48'	9deg.-15'	2.06 deg.
<u>totals to date -</u>		68h.-48'	142 -15'	2.08 deg.

(5) Commenced installation of electric power cables to ship, and other preparations for installation of pumps and unwatering intact portions of ship at forward and after ends to lighten ship and assist in final righting.

UTAH (1) Continued skimming fuel oil from various access holes, and pumping gaseous water from #3 access hole. (2) Installing cross sections between divers and drilling air lines at fr. 45 and fr. 75 starboard side. (3) In #7 airlock, divers completed cutting access hole through 2nd platform deck between frs. 105-106 on centerline from D-7 into D-20. There is a rack of 5" 25 ammunition stowed directly under the access hole and this ammunition will be removed to permit access. (4) Pacific Bridge Company

continued excavation on Ford Island.

ARIZONA (1) Continued pumping turrets #3 and #4. Began cutting loose foundation ring. Made up clamps to secure rollers to foundation ring, when lifting. (2) Divers clearing area around frames and cutting on conning tower structure. No scrap removed from ship.

PYROPE Arrived Berth 2 ½ prior to docking.

April 22, 1943

OKLAHOMA (1) Installed deep well pump down trunk at frame 13 1/2 on centerline from upper deck to hold (50') to unwater section of ship frames 0 to 22 below 2nd deck. Tested pump by lowering water to 2nd deck in trunk. Allowed to reflood. (2) Installed a second deep well pump from upper deck into chain locker down chain pipe at frame 21. (3) Divers commenced work toward obtaining tightness for pumping out space on 2nd deck aft of frame 119 and 3rd deck aft of frame 122. Closed door 2-115-263 ½ and found other two doors in bulkhead 115 off hinges. Made 8 airports on port side of 2nd deck W.T. by closing or by installation of temporary covers. (4) Commenced installation of piping for air, salt water, and fresh water on superstructure deck. (5) Pacific Bridge Company completed renewing of multiple wire rope strap around #1 barbette and reconnecting #1 tackle. Also, prepared to install cofferdam around hatch and ventilators on port side of main deck aft.

UTAH (1) Pipefitters completed cross sections between divers and drillers air lines at frame 45 and frame 75 starboard side. (2) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 access hole.. (3) In #7 airlock, divers continued removing 5" 25 cal. ammunition from D-20 between 1st and 2nd platform decks. 68 tanks removed. (4) In access hole #4, divers secured open door between main and 2nd decks from crew's space to blower room starboard side frame 43 1/2. Secured open door between main and 2nd decks from crew's space to vent trunk frame 46 portside door to conning tower enclosure between main and 2nd decks from vent trunk at frame 45 1/2 portside; door between main and 2nd decks from crew's space to crew's space (Mess Att.), frame 46 1/2 portside; and door between main and 2nd deck from crew's space (Mess Att.) to blower room portside frame 43 1/2. (5) Pacific Bridge Company continued excavation on Ford Island and started drilling for blasting to remove quay F-1?-N.

ARIZONA (1) Pumping turrets #3 and #4. Cutting loose and preparing #3 turret foundation ring and rollers for lifting. Secured rollers to foundation ring by means of clamps. (2) Diver jetting mud from wreckage in bow area, frame 20, cutting wreckage aft of turret #2 to frame 60, at upper deck level. No scrap removed from ship.

PYROPE Arrived Berth 2 1/2 prior to docking.

April 23, 1943

OKLAHOMA (1) Lowered water level in trunk at frames 13-14 by pump to about 3 feet below 2nd deck at which point leakage prevented further lowering. Operated pump to chain locker to circulate gaseous water from ship. Commenced installation of foundation for 10" gasoline pump at frame 122, main deck. (2) Divers closed door 2-115-263 and commenced work of closing door 2-115-268. Made 2nd deck airport at frame 119, starboard, W.T. by installing wood blank. (3) Continued installation of air and water lines. (4) Pacific Bridge Company commenced construction of cofferdam on main deck around hatches and vents in vicinity of frame 123, portside.

UTAH (1) Received barge YC479 to take material being removed from Quays F-11-N and F-11-S. (2) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 access hole. (3) In #7 air-lock, divers removing 5" 25 cal. ammunition from D-20 Rounds of ammunition removed 58. (4) Pacific Bridge Company continued excavation on Ford Island and removal of quay F-11-N.

ARIZONA (1) Continued pumping turrets #3 and #4. Completed cutting loose foundation ring, turret #3. Plan is being modified by Design Section to show locations of lifting pads. (2) Divers clearing mud from wreckage inside ship around frame 20 and cutting wreckage aft of turret #2 down to and including upper deck. The overhang of turret #2 is at that level. (3) Cutting wreckage in forward quay in sizes suitable to truck handling. None removed from ship.

PYROPE Docked, Floating Dry Dock YFD-2.

CGC KUKUI Docked, Floating Dry Dock YFD-2.

ALLEN Undocked DD#1, went to Berth 2.

BOGGS Undocked DD#1, went to Berth 2 for completion.

STANLY Undocked DD#1, went to Berth 12 for completion.

TRACY Arrived Berth 12 1/2.

HALAWA Arrived Berth 2 1/2.

NEW MEXICO Arrived Berth 17.

???? CU???? Completed and departed.

???? Arrived Berth 20 for repairs.

April 24, 1943

OKLAHOMA (1) Divers closed door 2-115-268 except for setting of dogs, and opened hatches 2-123-120 and 2-123-127. Removed ladder in these hatches. Surveyed bulkhead 30 between main and upper decks and determined that special closures must be made and installed to close door openings. Established location for access hole through main deck for setting pump at frame 27 1/2 centerline. Assisted Pacific Bridge Company by disconnecting #13 tackle from side of ship below water. (2) Installed and tried operation of 10" gasoline pump at frame 124 main deck, taking suction from 3rd deck. Continued operation of deep well pumps at frames 13 1/2 and 20, upper deck. (3) Continued installation of temporary service piping on ship and construction of watch officer's house on IX56. (4) Pacific Bridge Company disconnected and outhauled #13 tackle preparatory to connecting to port leg of mainmast now above water in crew's galley. Installed cofferdams around hatches and ventilators on main deck about frame 122.

UTAH (1) Commenced necessary changes in the water line from quay F-11-M to the water main on Ford Island due to removal of quay. (2) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 access hole. (3) Received alongside Navy ammunition Barge YS-262 for 5" 25 cal. ammunition. (4) In #7 airlock, continued removing 5" 25 cal. ammunition from D-20. Rounds of ammunition removal 154. (5) Pacific Bridge Company continued excavation on Ford Island and blasting and removal of quay F-11-N.

ARIZONA

(1) Pumped turret #2. Removed wooden plug from star-board shell hoist tube. Flooded turret and poured concrete in tube to blank it off below point where tube is to be cut off. (3) Continued pumping turrets #3 and #4. Received plans for location of lifting pads on foundation ring turret #3. Began welding lifting pads in place. (3) Divers continued to clear mud from wreckage around fr. 20, 2nd and 3rd decks and cutting wreckage after turret #2 to clear area to fr. 60. Removed about 6 tons of scrap steel from ship.

April 24, 1943

ALLEN Redocked Dry Dock #1.

MONTGOMERY Docked Dry Dock #1.

HALAWA Docked Dry Dock #1.

CGC TIGER Arrived Berth 15 for repairs and alterations.

YMS102 Undocked Marine Railway, completed and departed.

PC588 Undocked Marine Railway, went to Berth 6 for completion.

AMc38 Completed and departed.

CONVERSE Arrived Berth 12, prior to docking.

HMS VICTORIOUS Arrived Berth 24 to complete repairs.

April 25, 1943

OKLAHOMA

(1) Divers commenced cutting access hole through main deck frame 27 1/2, centerline. (2) Removed deep well pump from trunk at frame 13 1/2 to allow divers to check obstructions to pumping. (3) Installed additional 10" gasoline pump at frame 124 main deck. (4) Continued installation of temporary air and water lines on ship. (5) Pacific Bridge Company completed connection of #13 tackle to port leg of mainmast and commenced cutting through structure for connection of #10 tackle to port leg of foremast.

UTAH (1) Continued making necessary changes in waterline frequency F-11-N to water main on Ford Island. (2) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 access hole. (3) In #7 airlock, divers completed removing 5" 25 cal. ammunition. Rounds of ammunition removed - 53. Total number of rounds removed from D-20 passage is 333. Trimming edges of access hole through 2nd platform deck between frames 105-106 centerline from D-7 into D-20. (4) Pacific Bridge Company continued excavating and rerouting underground pipe on Ford Island; blasting of concrete underground on quay F-11-N, and removal of pilings.

ARIZONA (1) Pumping turret #2. Concrete poured in starboard shell hoist tube held satisfactorily. (2).Completed installing lifting pads on foundation ring, turret #3. (3) Burner cutting scrap steel on forward quay for truck handling. (4) Diver clearing mud from wreckage around frame 20, inside bow. Cutting wreckage aft of turret #2 to clear area for removal of guns. No scrap steel removed from ship.

??? Docked Marine Railway.

NO. CAROLINA Departed.

WEST VIRGINIA Departed, for lost repair trial.

BOGGS Completed and departed.

YP542 Keel laid this date.

April 26, 1943

OKLAHOMA (1) Divers completed cutting hatch opening in main deck at frame 27 1/2 on C.D., except, for one deck beam. Secured closed W.T. door #2-115-268. (2) Installed suction hose and tested operation of the two 10" gasoline punmps aft. (3) Continued installation of temporary air and water lines on ship. (4) Pacific Bridge Comapny suspended operations for the day, (Sunday).

UTAH (1) Completed installing fresh water line from Ford Island water main to the Utah. (2) Ammunition lighter with 333 rounds of 5" 25 cal. ammunition from D-20 was removed to West Loch. (3) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 access hole. (4) In #7 airlock, divers completed trimming the access hole through the 2nd platform deck between frs. 105-106 on the centerline from D-7 into D-20 and removed all tools and gear from the lock. Vented air pressure preparatory to removing airlock for diving operations.

ARIZONA

(1) Pumping turrets #2, #3 and #4. Cut on upper part of shell hoist tubes in turret #2 to clear for backing out guns. (2) Removed remaining parts of turret #3, including foundation ring, rollers (40), holding down clips, and lower portion of powder hoists and wiring column. (3) Replaced and tested deep well pump in turret #3. (4) Divers cutting underwater wreckage inside bow at frame 20 and aft of turret #2 to frame 60. No scrap steel removed from ship.

PC588 Completed and departed.

CGC KUKUI Undocked Floating Dry Dock YFD2, sent to Berth 20 for completion.

PYROPE Undocked Floating Dry Dock YFD2.

SOHLEY Arrived Berth 6 for repairs.

YO23 Completed and departed.

April 27, 1943

OKLAHOMA (1) Divers assisted Pacific Bridge Company by disconnecting tackle #10 underwater from side of ship; cleared bottom of trunk at frame 13 1/2 for resetting of pump and installed wire mesh screen in storeroom door to prevent further stoppage of pump strainer; completed cutting out of access opening on main deck, frame 27 1/2; examined for leaks inside and outside of ship aft of frame 115 and plugged plumbing drains aft. (2) Continued installation of temporary air and water piping, and of tool room on superstructure dec.. (3) Commenced pumping with two 10" gasoline pumps on main deck aft and lowered water level to 3rd deck aft of frame 115. Made preparations for installing third 10" pump at about frame 122, and for reinstalling the deep well electric pump in trunk at frame 13 1/2. (4) Pacific Bridge Company completed connection of #10 tackle to multiple wire rope strap around port leg of foremast and took up slack.

UTAH

(1) Removed # 7 airlock from airlock extensions trunk: in preparations for diving operations. (2) Removed boiler from quay F-11-S to barge alongside of ship. (3) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 access hole. (4) in access hole #5, divers removed the bolted plate in the hold between frames 77 and 78 starboard from C-4 into C-93-M. (5) Pacific Bridge Company continued removing of quay F-11-N.

ARIZONA (1) Pumping turret #2. Removed welded covers from side armor bolt heads on starboard side. (2) Continued pumping in turrets #3 and #4. Removed deep well pump from turret #4. (3) Diver continued closing area around fr. #2. inside bow for cutting. Cutting wreckage aft of turret #2 to frame 64 down to and including upper deck. Divers examined sides of ship forward and found projections at frames 10-20, port and starboard.

CONVERSE Docked, Floating Dry Dock YFD2.

NEW MEXICO
Docked Dry Dock #2.

SOHLEY Undocked Dry Dock Dock #2, completed and departed.

CGC TANEY Arrived Berth 13 for repairs.

Y??74 Work started this date.

28 April, 1943

OKLAHOMA (1) Checked by waterline and level measurements, and found angular position of ship to be 12 degrees instead of 9 degrees-15', although no movement has occurred since cessation of pulling on 20 April. This indicates that the previous correction from 28 degrees-30' to 25'-30 degree , reported on 8 April, and the subsequent setting of the clinometer was apparently in error by about 3°. The corrected cumulative date relative to the ship's angular movent are therefore as follows # as compared with the corresponding figures in report of 21 April:

Total pulling time to date -	60 hr. - 16'
Total rotation of ship- - -	139 degrees 30'
Hourly average - -	2.04 degrees

(2) Installed a third 10" gasoline pump on top of #4 turret guns at about frame 121 to take suction from 3rd deck aft of frame 122. Lowered water level about 10 feet below outside waterline by pumping. Divers searched for and stopped various leaks.

(3) Reinstalled deep well pumps down to hold in trunk at frame 13 1/2 and lowered water level to about 1 foot below 2nd deck in section of ship from bow to frame 20 below 2nd deck. (4) In section of ship from frame 20 to 30, divers cleared obstructions and undogged 2nd deck hatch (2-27-107) at frame 27 1/2, and commenced rigging chain fall to open hatch ; found closed W.T. door 2-30-245; examined and found port outboard section of bulkhead 30 on 3rd deck to be intact; reinstalled and closed W.T. door #3-30-170; closed door 2-30-256. (5) Cut 4'x 4' hole through superstructure deck at frame 53-54, port, for later installation of deep well pump on upper deck. Continued installation of temporary air and water piping and construction of watch officer's house on IX58 and tool room on ship. (6) Pacific Bridge Company set initial tension on tackles #10 and #13; furnished crane service for installation of pumps; and commenced construction of cofferdams for hatches on main deck aft.

UTAH (1) Pipefitters removed water and steam pipes from the ship to the quay F-1-5. (2) Continued to skim fuel oil from various access holes and pumping gaseous water from #3 and #7 access holes. (3) Divers attempted to reach indoor bulkhead of C-29-1-M and C-27-1-M to cut drainage holes but were unable to do so due to large air pocket in C-29-M. Rigged hose to vent this air pocket. (5) Action has been taken on the following Contractor's plans for the UTAH salvage work:

April 28, 1943

<u>UTAH</u>	<u>Number</u>	<u>Subject</u>
<u>Cont'd</u>	13-D64 -	Working area on Ford Island
	13-D55 -	Anchorage
	13-D56 -	Soil borings (information only.)
	13-D58 -	General arrangements of head frames and tackles.
	13-D65-	Timber head frames.

Also, the removals of quay F-11-N and F-11-3 have been approved.

ARIZONA Pumping turret #2 gun chamber. Removed one electric auxiliary projectile hoist motor and one gear box.
(2) Diver cutting water shed of turret #4 to free side armor for lifting.
(2) Divers cleaning mud and silt from area around frames 20 in side bow. Lifted several sections of wreckage from area at frame 60, upper deck, including one bake oven, unfit for salvage. (4) Removed approximately 6 1/2 tons of scrap from ship.

PT325

Undocked dry dock #1, went to berth 17 1/2 for completion.

NO. CAROLINA Arrived Berth 16.

ALLEN Undocked Dry Dock #1, went to Berth 17 1/2 for completion.

MONTGOMERY Undocked Dry Dock #1, went to Berth 17 1/2 for completion.

HALAWA Undocked Dry Dock #1, went to Berth 12 1/2 for completion.

YT339
Keel laid this date.

April 29, 1943

OKLAHOMA (1) Continued pumping section of ship forward of fr. 30 with two electric deep well pumps to circulate gaseous water pending completion of diving work to make this part of ship W.T. (2) Divers opened hatch 2-27-107, and removed ladders and inspected vertical line of hatches at fr.27 1/2 preparatory to setting deep well pump. Closed W.T. ventilation cover at bulkhead 30 outboard in A-108-1, and found closed the corresponding cover in A-107. Closed door 3-30-157. (3) Continued pumping with three 10" gasoline pumps in after section of ship above 3rd deck and aft of fr. 115 on 2nd deck (122 on 3rd deck). Water level rose about 3 foot due to fouling of pump suction. (4) Divers continued search for leaks on 2nd deck aft of frame 115 and aft of frame 122 on 3rd deck. Commenced search to close W. T. covers on 3rd deck to stop leakage through ventilation ducts penetrating 2nd deck between frames 115 and 222. (5) Continued construction of watch officers house and tool room. Cleared space on superstructure deck for air compressors. (6) Pacific Bridge Company installed cofferdam around hatch 1-98-145.

UTAH (1) Continued installation of piping to boiler relocated from quay F-11-S to barge, and continued repairs to water line broken by blasting F-11-N. (2) Continued skimming oil and circulating gaseous water. (3) In #5 access hole, divers drilled 3 - 3/8 vent holes from C-24 into C-25-M through bulkhead 75 near 2nd platform between 1st and 2nd platforms. Commenced drilling 4 holes from C-24 into C-27-1-M close to 1st platform. (4) Pacific Bridge Company continued work of removing quays F-11-M and F-11-S, and resumed excavating on Ford Island.

ARIZONA(1) Pumping turret #2. Cleaned out scrap metal from gun chamber. Making preparations for removing counter-balance mechanisms from guns. (2) Diver continued to cut on watershed of turret #4 to prepare side armor for lifting. Diver continued jetting mud from wreckage inside bow at frame 20. Continued removing scrap from area aft of conning tower. (4) Making up air ejector pipe for tunneling under bow to determine condition of bottom in area of magazine explosion. (5) No scrap metal removed from ship.

April 29, 1943

CONVERSE Undocked Floating Dry Dock YFD2, went to Berth 2 for completion.

HMS VICTORIOUS Completed and departed.

YP246 Arrived and docked Dry Dock #1.

AULICK Docked Dry Dock #1.

PENSACOLA Docked Dry Dock #1.

???

Arrived Berth15.

30 April, 1943

OKLAHOMA (1) Continued pumping stern section of ship with 3 10" gasoline pumps. Divers continued search for leaks but were unable to reduce sufficiently to allow complete pumping. Stopped pumps pending installation of an additional pump (deep well) from main to 3rd deck through hatches 1-124-146 and 2-123-120. (2) Divers continued work preliminary to unwatering that portion of ship forward of frame 30. Cut drainage hole through longitudinal bulkhead on 3rd deck between compartments A-107 and A-108-1 at frame 27 1/2. Also, installed W.T. wood cover to close door in port side of bulkhead 30 on main deck, but did not completely secure. (3) Continued work on tool room on ship and watch officer's bunk room on IX56.

UTAH Continued working on repairs to water line from water main on Ford Island to ship. (2) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 and #7 access holes. (3) In #5 access hole, divers finished drilling three 1 1/16" drain holes in the low after corner of the bulkhead between C-24 and C-27-1-M on the starboard side between the 1st and 2nd platform decks. In access hole #7, divers opened W.T. doors between the 1st and 2nd platform decks from passage D-20 into D-19 port side and from passage D-20 into D-29 starboard side. (4) Pacific Bridge Company continued work on removing quay F-11-S and erecting house for tools, equipment, and personnel on Ford Island.

ARIZONA (1) Pumping turret #2. Began disassembling counterbalance mechanisms on breeches of 14" guns. Washed down guns and bulkheads with hot water and removed excess oil with floating wheeler. (YDS8). (2) Continued making up air ejector pipe for displacing mud outside bow. (3) Divers continued cutting watershed of turret #4 to free armor for lifting. Diver continued clearing mud from wreckage inside bow at fr.20. Cutting underwater wreckage at fr.16, 2nd deck, and aft of turret #2 to fr.64, upper deck. (4) Removed from quay F-7-S 4 roof armor plates of turret #2 and approximately 7 tons of scrap steel.

SC628 Arrived and docked, Marine Railway.

WEST VIRGINIA Completed and departed.

1 May, 1943

OKLAHOMA (1) Set additional pump (10" deep well) in hatch 1-124-126 but pumping was delayed due to misalignment of pump. (2) Divers searched for air pockets under 2nd deck, starboard. (3) Divers installed blanks in port and starboard door openings in bulkhead 30 on main deck. (4) Continued construction of tool room and bunk room.

UTAH (1) Completed repairs to waterline from Ford Island to the ship. (2) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 and #7 access holes. (3) In access hole #5, divers drilled two 3/8" and one 11/16" holes from C-24 into C-28-1-M in the high forward corner of bulkhead between the 1st and 2nd platform decks port side. In #7 access hole, divers opened the W.T.D. from D-20 starboard side into D-23 between the 1st and 2nd platform decks. It was reported yesterday that the W.T.D. from passage D-20 port to D-19 had been opened. This should have been the W.T.D. from passage D-20 port to D-24. (4) Pacific Bridge Company continued work on removals of quays F-11-F and F-11-S.

ARIZONA

(1) Pumping turret #2. Removed counter balance mechanism from loft gun. Began to remove same center gun. (2) Diver completed cutting watershed of turret #4. Began clearing barbette of obstructions to allow fitting of cofferdam. Diver continued clearing mud from wreckage around frame 20 inside bow. Cutting section of skin of ship projecting outboard at frame 21, above armor belt. Cutting wreckage aft of turret #2 on upper deck, frame 64. No scrap removed from ship. (3) Continued fabrication of air ejector pipe.

SAILFISH Arrived and ducted Floating Dry Dock YFD2.

FUEL BARGE #9 Arrived: Berth 19 for repairs.

TRACY Completed and departed.

CGC TANEY Completed and departed.

Y?S83 Completed and departed.

May 2, 1943

OKLAHOMA (1) Divers continued search for air pockets giving buoyancy under starboard side of 2nd deck from fr. 98 to 60. Vented air from starboard wing void tanks B-3-1-S and B-2-2-S by removing test plugs in man-holes in 3rd deck. Found fuel oil in B-1-2-S. (2) Divers installed W.T. blanks on airports from frames 21 to 30 on port side between upper and main decks. Opened hatch #1-16-122 and door 2-19-241, and found open hatch #2-21-105. (3) Installed electric deep well pump from upper deck to hold in hatches at frame 27 1/2 on C.L. (4) Continued work on tool room and bunk room,

UTAH (1) Commenced overhaul of valves and reach rods on air locks. (2) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 and access holes. (3) In access hole #5, divers attempted to go up onto C-25-M paint storeroom between 1st and 2nd platform decks via the W.T. hatch in the 1st platform deck fr.79 1/2 starboard side but due to obstructions diver could not go up through the hatch. In #7 access hole, divers opened both port and starboard W.T.D. at fr. 104 1/2 into D-19 between 1st and 2nd platform decks; found and secured open the hatch in the 1st platform deck fr.102 1/2 adjacent to the centerline on port side from D-19 to trunk D-48; found the Amm. hoist at fr.105 1/2 port side in D-24 open with no means of closing. (4) Pacific Bridge Company continued removing quay F-11-N.

ARIZONA (1) Pumping turret #2. Removed counter-balance mechanism from center gun. (2) Diver continued removing obstructions from barrette of turret #4 to allow placing of cofferdam after first section of turret #4 is removed. (3) Divers cutting wreckage aft of turret #2 to frame 64 on upper deck to clear for removal of guns. No scrap removed from ship.

SHAW Undocked Dry dock #3, went to Berth 12 1/2 for completion.

HALIBUT Docked Dry Dock #3.

SC628 Undocked Marine Railway, completed and departed.

NEW MEXICO Undocked Dry Dock #2, went to Berth 21.

FINBACK Undocked Dry Dock #2, went to Berth 1 for completion

CONVERSE Completed and departed.

3 May, 1943

OKLAHOMA (1) Set 23 1/2' deep well electric pump through hatch 1-124-146 and set 10" gas pump at frame 15 but did not assemble hose. Wired pump at frame 27 1/2 and at 1430 started 3 forward electric pumps, which ran continuously and lowered the water level forward of fr. 30 approximately 6'. Did no pumping in after section, pending availability of starting switch for the electric deep well pump. (2) Divers cleared way for deep well pumps at both port and starboard hatches at fr.98. Placed templates for burning holes into shaft alleys at 2nd platform. Also, searched for and found 3 scuppers forward of frame 30 and took measurements for plugs. (3) Completed sealing off of port chain pipe by pouring concrete around chain. (4) Continued construction of watch officer's shack on IX56, of bin for tank suits and boots, of tool shack, and of work tables on ship.

UTAH (1) Continued overhauling valves and valve operating gear in #7 airlock. (2) Continued skimming fuel oil from various access holes and fuel oil tanks and pumping gaseous water from #3 and #7 access holes. (3) In #5 access hole, divers cleared boxes and five gallon drums from the starboard bulkhead of C-25-M between the 1st and 2nd platform decks from fr.77 to fr.80 to permit drilling of drainage holes into C-29-1-M and C-27-1-M. In #7 access hole, divers found that the Amm. hoist at fr.105 1/2 starboard side in D-23 between the 1st and 2nd platform decks is open and there is no closure for same.

ARIZONA

(1) Pumping turret #2. Continued removal of counter-balance mechanisms of 14" guns. (2) Diver continued clearing #4 barbette for fitting cofferdam. Cutting underwater wreckage aft of turret #2 to frame 64 on upper deck. (3) Making preparations for moving compressors on temporary quay forward, to clear for removal of tie quay.

SWAN Arrived Berth 20 for inclining.

FINBACK Completed and departed.

LULU Completed and departed.

4 May, 1943

OKLAHOMA (1) Continued pumping section of ship forward of frame 30, holding water just below main deck level at centerline. Installed discharge pipes on the three deep well pumps. Divers continued search for interior leaks. Caulked leaks in wood door blanks in bulkhead 30 main deck and commenced removal of ventilation duct on after side of bulkhead 30, port side, preparatory to installation of wood cover. Plugged 3 drainage scuppers through sides of ship forward of frame 30. (2) Due to electrical difficulties with the deep well pump at frame 124, no pumping was accomplished in the stern section of the ship. (3) Divers drilled vent hole and commenced cutting access hole for pump through 2nd platform deck in compartment D-4 in trunk D-26. An underwater explosion occurred due to cutting into an unexpected oil or gas pocket. No structural damage. Additional vent holes will be drilled to insure complete flooding with water before resuming cutting. (4) Installed two compressors on superstructure deck and commenced connecting to temporary air piping.

UTAH (1) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 and #7 access holes. (2) In access hole #5, divers drilled one 3/8" hole in the starboard bulkhead of C-25-M between the 1st and 2nd platform decks into C-27-1-M at frame 77 close to the 2nd platform deck. Discontinued drilling in this area due to formation of large air pocket. Drilled three 3/8" holes high in the port bulkhead of C-25-M at frame 75 1/2 into C-28-M close to the 1st platform deck. (3) In access hole #7, divers opened W.T.D. from D-24 into D-22-M between the 1st and 2nd platform decks, about 14" and secured it in this position. Also opened the W.T.D from D-23 into D-25. (4) Pacific Bridge Company continued removing quay F-11-N.

ARIZONA (1) Pumping turret #2. Completed removal of counter-balance mechanisms from guns. (2) Removed the 4 side armor plates from turret #4. (3) Diver cutting obstructions from barbette of turret #4 to allow fitting of cofferdam, after removal of upper section of turret. (4) Cutting underwater wreckage aft of #2 turret to fr. 64. on upper deck. No scrap removed from ship.

May 4, 1943

SPEARY Arrived and docked Dry Dock #2.

JOHN D. FORD Arrived Berth 6 for repairs.

DORSEY Completed and departed.

YS108 Arrived and docked Marine Railway.

May 5, 1943

OKLAHOMA (1) Installed new deep well pump through main deck hatch 1-124-146 to 3rd deck. Operating this pump and three 10" gasoline pumps, lowered water level in stern section of ship to about 2nd deck level. (2) Divers, aft, drilled additional 1-1/2" vent hole in 2nd platform at highest corner of deck between D-2 and D-4 (shaft alley) to allow escape of oil before resumption of cutting of access hole. (3) Completed installation of suction hose from 10" gasoline pump on upper decks down to 2nd deck through hatch 0-16-150. With this pump and two deep well pumps, lowered water level about 8 feet in section of ship forward of frame 30. Stopped a third deep well pump down trunk at frame 13 1/2, pending removal for clearing of strainer. (4) Divers forward located and started removal of ventilation trunk through bulkhead 30 on after side, preparatory to installation of wood blank to close the opening. (5) Operated air compressors and tested temporary service air line for tools.

UTAH (1) Continued skimming fuel oil and pumping gaseous water from various access holes. (2) In access hole #5, divers drilled one 1 1/16" hole through the port bulkhead of C-25-M between the 1st and 2nd platform decks at frame 77 1/2 close to the 1st platform deck. (3) In access hole #7, divers secured open the W.T.D. at frame 104 1/2 between the 1st and 2nd platform decks from D-23 to D-25. Also opened to about 4" opening the W.T.D. from D-23 to D-21-M and wedged the door in that position. (4) Pacific Bridge Company continued removing quay F-11-N.

ARIZONA (1) Pumping turret #2. Preparing 2 electric powder hoist motors for removal. (2) Diver continued cutting obstructions around #4 barrette to allow fitting of cofferdam. Cutting underwater wreckage aft of turret#2 to fr.64. (3) Commenced preparations to clear temporary quay F-7-S for removal of quay to allow 150 ton crane access to turret #2.

NEW MEXICO Departed from Yard.

YSD75 Keel laid this date.

SAILFISH Undocked Floating Drydock YFD2. Completed and departed.

STANLY Completed and departed.

SWAN Completed and departed.

May 6, 1943

OKLAHOMA (1) Continued to pump stern section of ship with one deep well and three gasoline pumps. Removed defective gasoline pump and replaced with one from the ARIZONA. Lowered water to about 2nd deck level. (2) Divers, aft, installed patch to close hole previously cut through bulkhead #131 from D-110 to D-111 (paint locker) and closed door 2-132-272. Continued work preparatory to closing ventilation ducts through 2nd deck between frames 115 and 122. (3) Removed and re-installed deep well pump down trunk at frame 13 1/2. Continued pumping with three deep well and one gasoline pumps. At 0800 water level in section of ship forward of frame 30 was below 2nd deck and still going down. (4) Divers, forward, continued work on 24 hour basis and installed wood blanks to close ventilation trunks through bulkhead #30, port and starboard, between main and 2nd decks. Completed at 0600, 6 May. (5) Completed preparations for righting operations at about 0800, 6 May.

UTAH (1) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 and #7 access holes. (2) In access hole #5, divers drilled two 1 1/16" hole through the longitudinal bulkhead between C-25-M and C-28-M, between 1st and 2nd platform decks at frame 77 close to the 1st platform deck. (3) in access hole #7 1/2, divers drilled three 3/8" holes through the bulkhead at frame 100 1/2 from D-19 into D-12-M between 1st and 2nd platform decks close to the 1st platform deck about 2- 1/2' starboard of the centerline. Also, drilled three 3/8" holes through the W.T.D. from D-20 into D-27-M between the 1st and 2nd platform decks. One hole is near the bottom, one near the center, and one is near the top of the door to allow probing on the other side of the door before burning off the hinges. (4) Pacific Bridge Company continued removing quay F-11-N.

ARIZONA (1) Pumping turret #2. Began removing differential cylinders from counter recoil systems on 14" guns. (2) Diver continued cutting away obstructions around barrette of turret #4. (3) Divers cutting wreckage aft of turret #2 to clear for removal of guns. (4) Began clearing forward quay for removal. (5) Approximately two tons of scrap steel removed from ship.

May 6, 1943

YS108 Undocked Marine Railway, went to Berth 11 for completion.

SPEARY Undocked Dry dock #2, went to Berth 22 for completion.

YC308 Docked Marine Railway.

McKEAN Arrived Berth 1 1/2.

HMNZS LEANDER Arrived Berth 2.

LAMSON Arrived Berth 17, for BK radar and voyage repairs.

SMITH Arrived Berth 17.

May 7, 1943

OKLAHOMA (1) With ship in 12° position, commenced pulling for righting at 0850; stopped at 0916 due to breaking of strap connecting #21 tackle to #4 barrette; resumed pulling at 0925; and discontinued pulling operation at 0932 due to failure of strap connecting #19 tackle to #3 barrette. Final position of ship was 10°-30'. (2) Continued pumping for unwatering the forward and after sections of ship both during and after pulling operations. Water level forward of frame 20 was lowered to between 2nd platform and hold; and from frame 20 to 30 to between 3rd deck and 1st platform. Water level aft was at about 2nd deck. (3) Divers continued work on closing ventilation ducts aft and stopped leaks around wood blank in door opening in Port side of bulkhead 30, main deck. (4) Pacific Bridge Company made preparations to reconnect tackle #19 and #21 to barbets, and commenced diving operations to determine location of soil line under starboard side of ship. (5) Before resumption of pulling operations, expect to remove additional soil under starboard side; to complete unwatering of forward and after sections of ship; and to reconnect #19 and #20 tackles.

UTAH (1) Completed overhaul of valve and reach rods on a?? of the airlocks. (2) Continued skimming fuel oil from various access holes and pumping gaseous water from and #7 access holes. (3) In #5 access hole, divers drilled three 3/8" vent holes in the athwart ship bulkhead C-28-M into C-30-M starboard side at frame 78, and ten 3/8" vent holes from C-4 into C-25-M between 1st and 2nd platform decks. (4) Pacific Bridge Company continued removing quay F-11-N.

ARIZONA (1) Removed upper section of Turret #4 with 150 ton crane. Placed wooden cofferdam around barbette of #4 turret to allow unwatering for further removals. (2) Continued constructing platform for air compressors on forward concrete quay (F-7-S). (3) Divers assisted in placing of cofferdam around #4 barbette and continued clearing wreckage aft of #2 turret on upper deck to frame #64.

NEW MEXICO Arrived Berth 21.

SS ELIJAH WHITE Arrived Berth 2.

PC588 Arrived Berth 6.

YT334 Arrived Berth 14.

LANSLOWNE Arrived Berth 23 for repairs to turbo-generator throttle valve.

May 8, 1943

OKLAHOMA (1) Lowered water level in section of ship from frames 20 to 30 below 2nd platform by pumping. Commenced removal of wedge water on port side. (2) Divers, forward, worked on stopping leaks through ventilation duct blanks in bulkhead 30, P&S, on 2nd and continued search for leaks on main and 2nd decks forward of frame 30. (3) Continued pumping stern section of ship, but leaks prevented complete unwatering. (4) Divers, aft, cut off and blanked W.T. at ventilation trunk through 2nd deck at frame 117, starboard, in D-113, and will continue search for other leaks. (5) Pacific Bridge Company renewed multiple wire rope strap on #3 barrette and connected #19 tackle; completed survey by divers of mudline under starboard side of ship; and commenced removal of soil under starboard side of ship by means of air ejector pipe working from aft.

UTAH (1) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 and #7 access holes. (2) In access hole #5, divers drilled one 3/8" and one 11/16" holes in the starboard outboard bulkhead of C-25-M into C-29-1-M between the 1st and 2nd platform decks at frame 79 1/2 close to the 1st platform deck. Marked off the outline on a prefabricated template of the access hole in port side at frame #23 between main and 2nd decks. (3) Divers in access hole #7 opened W.T.D. from D-48 (trunk) into D-47-M between the 1st platform deck and 3rd deck port side, about 1'. Could not open door any wider on account of ammunition in D-47-M.

ARIZONA (1) Installed gripes on cofferdam around #4 barrette. Checked seating of cofferdam on deck. Unwatered turrets #3 and #4 by pumping. Sprayed rollers and roller path with tectyle. (2) Divers checked seating of cofferdam and continued to cut the wreckage aft of turret #2 on upper deck to fr.64. (3) Continued clearing wood quay for removal. No scrap removed from ship.

SPERRY Completed and departed.

NO. CAROLINA Completed and departed.

LANSLOWNE Completed and departed.

MISSISSIPPI Arrived Berth 24.

SS ELIJA WHITE Docked, Floating Dry Dock YFD2.

MAKAWELI Arrived Berth 1 1/2.

STANLY Arrived Berth 1 1/2.

8 May, 1943

SMITH Departed.

McKEAN Completed and departed.

YC308 Undocked Marine Railway, went to Berth 11 for completion.

KAILUA Returned from Post Repair trial.

RUSSELL Arrived Berth 2.

LARDNER Arrived Berth 2.

REID Arrived Berth 12.

WASHINGTON Arrived Berth 16.

ELLET Arrived Berth 18.

ENTERPRISE Arrived Berth 22.

May 9, 1943

OKLAHOMA (1) Continued pumping stern section of ship on 2nd and 3rd decks. Removed defective 10" gasoline and replaced with pump no longer in use forward. (2) Divers aft continued stopping leaks through ventilation ducts through 2nd deck. (3) Continued pumping forward of frame 30 to maintain this section unwatered. Used 3" gasoline and air-driven skimmer pumps to remove wedge water. Divers continued reducing leaks. (4) Set air compressor in temporary location for divers use on starboard side of main deck aft. (5) Pacific Bridge Company continued removal of soil under starboard side of ship.

UTAH (1) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 and #7 access holes. (2) In access hole #5, divers drilled three 11/16" hole from C-25-M into C-27-1-M between the 1st and 2nd platform decks at frame 77 1/2 about 8" from the 1st platform deck; enlarged one 3/8" hole to 11/16" and drilled another 11/16" hole from decks at frame 79 1/2 close to the 1st platform deck; and drilled three 11/16" holes through the athwart ship bulkhead at frame 71 1/2 from C-39 into C-41 steam pipe passage between the 3rd and 1st platform decks close th the 3rd deck and the inboard bulkhead C-39. Divers in #7 access hole attempted but were unable to open the hatch in the 3rd deck frame 102 1/2 center-line from D-48 trunk into D-109 although a heavy jack was used. (3) Pacific Bridge Company dredging bottom for filling on Ford Island in front of winch foundations. Continued preparations for pouring concrete footings for anchor bars and for setting anchor bar assemblies.

ARIZONA (1) Pumping turrets #3 and #4. Prepared lower section of rotating part, turret #4 for lifting. Installed clips for securing rollers to roller path. (2) Continued clearing forward quay for removal for access for removal of guns from turret #2. (3) Divers cutting on upper deck aft of turret #2 to frame 64. Lifted out section of boat deck adjoining conning tower structure starboard side.

GARNET Arrived and docked Marine Railway.

YT340 Keel laid this date.

May 10, 1943

OKLAHOMA (1) Continued intermittent pumping operations in bow section of ship to maintain unwatered and to remove wedge water. Divers cut manhole on 3rd deck through bulkhead from A-109 for access to A-108-1. Continued search for leaks into ship forward of frame 30. (2) Continued pumping water from stern section of ship but allowed flooding during night to facilitate diver's work of closing ventilation ducts W.T. Divers found exhaust and supply ducts closed in D-57 1/2 and supply duct closed in D-63. Made template for W.T. patch to be installed on ventilation duct through 2nd deck in D-113 at about frame 117, port. This will be the fourth of six vent ducts closed W.T. (3) Installed ladders for access to the various decks down to hold through line of hatches at frames 13 1/2 and 27 1/2. Installed air winch and davit at about frame 16 for removal of mud from unwatered decks. (4) Pacific Bridge Company suspended operations for the day (Sunday).

UTAH (1) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 and #7 access holes. (2) In access hole #5, divers drilled three 3/8" holes from C-39 into C-41 between the third deck and first platform deck at frame 72 1/2, close to the first platform deck. Drilled three 11/16" holes from B-113 into B-101 passage between the second and third decks at frame 70 1/2, close to the second deck. Drilled three 11/16" holes from B-109 into B-101 passage between the second and third decks at frame 64 1/2 close to the second deck. Drilled three 11/16" holes from B-105 into B-101 passage between the second and third decks at frame 56 1/2 close to the second deck. (3) In access hole #7, divers opened the hatch in the third deck at frame 102 1/2, centerline, from D-48 trunk into D-109, This hatch is temporarily secured open with a piece of timber. Commenced work to open the stbd. W.T.D. from D-48 trunk into D-47-M between the third deck and first platform deck. (4) Pacific Bridge Company suspended operations for the day (Sunday).

ARIZONA (1) Pumping: turrets #3 and #4. Removed lower section of rotating part of turret #4 with 150 ton crane. Began preparations for removal of rollers, roller path, and foundation ring. (2) Divers continued to cut underwater wreckage aft of turret #2 on upper deck to frame 64. No scrap steel removed from ship.

May 11, 1943

OKLAHOMA (1) Continued pumping after section of ship, holding water level just below 2nd deck. Divers continued search for leaks, installed W.T. cover on an additional ventilation trunk, and stopped several small leaks through bulkhead 115. (2) Continued pumping intermittently in bow section to maintain unwatered and to remove wedge water. Stopped leaks through bulkhead 30; closed valve in ventilation trunk at frame 26 on 3rd deck, and closed 2" vent line to J.O.W.C. space. (3) Commenced removal of mud from port side of main deck forward through hatch of frame 16. (4) Pacific Bridge Company continued use of two air ejector pipes to remove soil from under starboard side of the ship. Report removal completed from frame 108 to 85.

UTAH (1) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 and #7 access holes. (2) In access hole #5, divers drilled three 11/16 inch holes from C-24 into C-25-M between 1st and 2nd platform decks close to the port bulkhead of C-24 and close to the 1st platform deck; drilled four 11/16" holes from B-101 passage into B-100-3 between the 2nd and 3rd decks at fr. 70 1/2 close to the 2nd deck; drilled five 11/16" holes from B-100 passage into compartment port side fr. 702 1/2 between 2nd and 3rd decks close to the 2nd deck. Marked off the outline of the access hole in the starboard side fr.41 between the upper and main decks on a prefabricated template and checked the sides of the ship around the access holes for curvature. Also checked side of ship around access hole on port side fr.23 between 2nd and main decks for curvature. Found none at either hole. Divers opened the door to the Athletic locker starboard side of compartment D-109 between the 2nd and 3rd decks and closed the W.T.D. on port side from D-105 to C-108 between 2nd and 3rd decks. (4) Pacific Bridge Company dredging bottom for filling on Ford island in front of winch foundations.

ARIZONA

(1) Pumping turrets #3 and #4. Began cutting loose foundations of turret #4 for removal. (2) Divers continued cutting on wreckage aft of turret #2 on upper deck to clear this area for removal of guns in turret #2. No scrap metal removed from ship.

ELIJAH WHITE Undocked Floating Dry Dock, YFD#2, completed and departed.

JOHN D. FORD

Completed and departed.

BOGGS

Arrived Berth 6 prior to docking.

May 12, 1943

OKLAHOMA

(1) Lowered water level in stern section of ship to 3rd deck, thus completing the uwatering of this section except for wedge water. Divers performed work to stop leaks through bulkhead 115 where pulled away from 2nd deck on port side. (2) Continued removal of wedge water and mud in bow section of ship, utilizing YSR-8 to remove water from A-108-1. (3) Divers cleared vertical line of hatches at frame 30, port side, for later installation of deep well pump. (4) Removed the 3 ship's anchors and one shot of port anchor chain. (5) Pacific Bridge Company complete soil removal of stern of the ship and commenced removal from frame 48 forward. Also, continued removals in vicinity of frs. 75-85. Hauled ends of backstay cables on deck preparatory to reconnecting tackle #21 to barbette #4.

UTAH (1) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 and #7 access holes. (2) In access hole #5, divers drilled two 1 1/16" holes from passage B-100 port side into B-100-3 between 2nd and 3rd decks at fr. 71 1/2 about 18" from the 2nd deck. Removed a safe locker from tailor shop between main and 2nd decks at request of C.O. V-I-0. Divers in access hole #7 commenced burning off hinges of W.T.D. from D-20 into D-27-M between 1st and 2nd platform decks.

ARIZONA (1) Pumping turrets #3 and #4. Continued cutting to free foundation of turret #4 for removal. (2) Set 10" gasoline pump in turret #2. Shifted 10" gas pump from wood quay to top of turret #2. (3) Began removal of temporary wood quay, F-7-S. (4) Divers cutting wreckage aft of turret #2 on main deck in order to lift upper deck to frame 64. No scrap removed from ship.

BOGGS Docked Marine Railway.

STANLY Completed and departed.

ENTERPRISE Arrived Berth 22.

REID Arrived Berth 12.

ELLET Arrived Berth 18.

LANDNER Arrived Berth 2.

TOKEN Arrived Berth 6.

May 13, 1943

OKLAHOMA (1) Continued search for leaks and removal of wedge water in bow and stern sections of the ship. (2) Divers aft caulked leaks in bulkhead 115 at 2nd deck; caulked cofferdam around hatch frames 117-119, port; and blanked airports at frames 109 and 111. (3) Divers forward stopped small leaks through bulkhead 30 and increased security of vent cover in bulkhead 30 in A-108-1. Continued removal of mud in A-130. (4) Placed 8" pump at frame 29, port, on upper deck preparatory to removing wedge water from A-131. (5) Removed with Haviside crane four 15 fathom shots of port anchor chain. (6) Pacific Bridge Company continued removal of soil under the starboard side of the ship, working with two ejector pipes - one from frame 38, forward and one between frames 70 and 60.

UTAH (1) Continued skimming fuel oil from various access holes and pumping gaseous water from #3 and #7 access holes. (2) In access hole #4, divers attempted but were unable to reach blower room port side fr. 43 to fr. 45 between the main and 2nd decks. (3) In access hole #5, divers drilled ten 1 1/16" toles from B-100 into B-100-3 between the 2nd and 3rd decks at fr. 71 1/2 close to the 2nd deck end found closed fire hose valve #18 in passage B-100 fr.62 and fire hose valve #20 in C-100 fr.72. (4) In access hole #7, divers continued burning hinges off W.T.D. from D-20 into D-27-M between 1st and 2nd platform decks.

ARIZONA (1) Completed installation and connecting of hoses on pump in turret #2. Ready to unwater and disconnect recoil mechanism beneath the slides. (2) Continued pumping turrets #3 and #4 and cutting to free foundation and rollers for lifting. (3) Divers continued to cut to clear wreckage aft of turret #2 on upper deck to fr.64. No scrap removed from ship.

ROBIN Undocked Marine Railway, went to Berth 15 for completion.

YC308 Completed and departed.

BOGGS Undocked Floating Dry Dock, YFD2, completed and departed.

KAILUA Completed and departed.

May 14, 1943

OKLAHOMA (1) Continued pumping forward of frame 30 as necessary to remove water from small leaks, to remove wedge water and mud from A-131 and A-130, and to remove wedge water from A-136 and A-108-1. (2) Continued pumping in stern section as necessary to remove leakage water. (3) Secured closed the mushroom vent cowls on main deck, frames 118-119 due to leakage of surrounding cofferdam. (4) Continued construction of supports for power cable for electric pumps from Ford Island. (5) Pacific Bridge Company continued soil removal under starboard side of ship, using one ejector pipe between frames 35-25 and another at frames 65-55.

UTAH (1) Continued pumping gaseous water from #3 and #7 access holes. (2) In access hole #5, divers inspected the bulkheads enclosing the boat repair and general work shops to determine possibility of making watertight, found open hatches in the 3rd deck at Fr.#69 on the port and starboard sides. The manholes in the air intakes port and starboard sides of B-100-3 were found closed. These divers opened the door to the locker in the starboard side of B-100-3. (3) In access hole #7, divers completed burning off the hinges as on the W.T.D. from D-20 to D-27-M between the 1st and 2nd platform decks and opened the W.T.D. from D-48 to D-47-M starboard side between the 2nd and 1st platform decks. (4) Pacific Bridge Company began construction of forms in the excavations on Ford island for anchor bar assembly footings.

ARIZONA (1) Work in turrets #2 and #4 stopped because of lack of electric power from Ford island. Expect repairs to be completed today. (2) Removed 12 x 12 timbers used for shoring in turret #4. (3) Divers continued cutting underwater wreckage on main deck aft of conning tower structure to free section of upper deck for lifting. No scrap steel removed from ship.

KALOLI Arrived Berth 1 1/2.

MAKAWELI Completed and departed.

?OWA Arrived and docked, Floating Dry Dock YFD2.

OLEANDER Completed and departed.

???? Completed and departed.

May 15, 1943

OKLAHOMA (1) Continued pumping in section of ship forward of frame 30 to remove wedge water and leakage. Continued removal of mud and other obstructions to pumping. (2) Continued pumping similarly in stern section. (3) Divers commenced blanking air-ports between frames 98 and 115, port side, 2nd deck. (4) Pacific Bridge Company continued removal of soil under starboard side of ship with one ejector pipe between frames 30 and 38, and another between frames 65-75.

UTAH (1) Pumped gaseous water from # 3 and # 7 access holes. (2) Resumed skimming fuel oil from the forward access holes and pumping to the INTREPID. (3) In access hole #3, divers found closed fire hose valves #30 and #31 on the port and starboard side at frame 45 1/2, between the main and 2nd decks. Also found no openings in the vent in the blower room between the main and 2nd decks port side frames 43 to 45. In access hole #5, divers attempted unsuccessfully to locate the bolted plates in B-113 in the 3rd deck on the starboard side at frames 65 1/2, 68 1/2 and 69 1/2. (4) Pacific Bridge Company continued excavations in preparation for setting forms for concrete.

ARIZONA (1) Removed electric deep well pump from turret #2 for repairs. (2) Repaired and resumed operation of deep well diesel pump adjacent to turret # 4. (3) Located and prepared safe in Admiral's quarters for removal. (4) Divers continued cutting underwater wreckage for removal aft of conning tower foundation.

MONTGOMERY Completed and departed.

HALIBUT Undocked Dry Dock #3, went to Berth 1.

HADDOCK Docked Dry Dock # 3.

YP541 Launched this date.

HALAWA Completed and departed.

May 16, 1943

OKLAHOMA (1) Continued pumping intermittently with deep well and gasoline pumps, and with air driven submersible pumps in selected locations to remove wedge water and leakage water and to locate and stop leaks in sections of ship forward of fr.30 and aft of fr.115. (2) Divers completed cutting pump access hole through 2nd platform from D-26 to D-4. Commenced survey of bulkhead 98 in D-4 for tightness. (3) Pacific Bridge Company continued removal of soil under starboard side of ship between frames 36 and 20. Made preparations for use of water jetting to remove soil and rocks not reached by ejector pipes.

UTAH Began construction of diving platform on #3 access hole. (2) Continued pumping gaseous water from #7 access hole. (3) Continued skimming fuel oil from the various access holes and pumping to the INTREPID. (4) In access hole #4, divers attempted to secure closed the W.T.D. in bulkhead at fr.48 1/2 starboard side between the main and upper decks from 2nd deck access trunk to the starboard aid castle. It was discovered this door can only be secured from the air castle side. In access hole #5, divers removed the air test caps from the bolted plates in the 3rd deck between the 3rd and 2nd decks for drainage: from B-113 to B-27-F, from B-113 to B-25-1-F, from B-113 to B-21-V, from B-113 to B-23-F, from B-109 to B-21-1-F, from B-113 to B-23-F, from B-109 to B-21-1-F, from B-109, to B-19-F, from B-109 to B-17-1-F, from B-10-109 to B-17-V, from B-109 to B-13-V, from B-109 to B-15-F, from B-105 to B-13-1-F, from B-105 to B-9-F, and from B-105 to B-5-F. In access hole #7, divers removed by cutting several sections of the W.T.D. at fr.106 1/2, from D-20 to D-27-M. This door's hinges were previously cut away but due to it being firmly wedged necessitated the sectional cutting. (5) Pacific Bridge Company continued excavating by hand in preparation for installing concrete forms for the anchor bars on Ford Island.

ARIZONA (1) Continued removal of wood quay, F-7-S, over turret #2. (2) Continued pumping turrets #3 and #4 and cut tin to free foundation ring for lifting. Attempted to close opening to reduce leakage through barbette in area where cut in foundation is to be made. Pressure was too great so will send diver to 3rd deck to stop leakage from outside barbette. (3) Diver removed safe from Admiral's cabin, and began removal of Post office safe. Continued to cut underwater wreckage aft of turret #2 to fr. 64, main deck. No scrap removed from ship.

???? Completed and departed.

May 17, 1943

OKLAHOMA (1) Continued pumping in bow and stern section of ship to remove leakage and wedge water. Continued search for leaks. (2) Continued removal of mud and debris from A-131. (3) Divers found port side of transverse bulkhead 49-50 damaged and non-watertight on main and 2nd decks almost as far as centerline. (4) Divers examined and found transverse bulkhead 98 damaged and non-watertight on port side from 2nd deck down to hold. (5) Completed removal of port anchor chain (6 shots) and commenced removal of starboard chain (2 shots). (6) Pacific Bridge Company suspended work for the day (Sunday).

UTAH (1) Continued skimming fuel oil and water from the various access holes. (2) Continued pumping gaseous water from #7 access hole. (3) Completed constructing a diving platform on #3 access hole. (4) In access hole #4, starboard side, between the main and upper decks, divers closed and secured closed the following doors: door from the air castle on the main deck, starboard side to the trunk leading to the 2nd deck at fr.48 1/2 and the door in the port air castle to the trunk leading to the 2nd deck at fr. 48 1/2. (5) In access hole #5, divers removed an air test cap from the bolted plate in B-105 in the 3rd deck at fr. 52 1/2 and also began removing the bolted plate in the 3rd deck, B-105, fr. 53 1/2. (6) In access hole #7, divers began cutting an access hole in the bulkhead from D-19 to D-12-M centerline, fr.100 1/2 between the 2nd platform and the 1st platform deck.

ARIZONA (1) Pumping turrets #3 and #4. Continued cutting to free foundation of turret #4 for removal. Welding lifting pads on foundation of turret #4. (2) Attempted lifts on conning tower structure but additional underwater cutting is required. Used floating crane to lift heavy timbers from outboard portion of forward wood quay. (3) Diver working on 3rd deck to reduce leakage through barbette, turret #4. Cutting on underwater wreckage aft, turret #2 to fr.64. No scrap removed from ship.

YW23 Arrived Berth 2 1/2.

?ANUWAI Undocked Floating Dry Dock, YFD2, completed and departed.

SWAN Completed and departed.

May 18, 1943

OKLAHOMA (1) Continued pumping to unwater compartments in bow and stern sections and to remove leakage water. Diver searched for leak through fireplace in Wardroom Mess. Shored star board side of bulkhead #115 on 2nd deck where damaged. (2) Divers forward inspected structure for damage in vicinity of transverse bulkhead #48 on 3rd deck and 1st platform. (3) Divers aft explored vertical lines of hatches at frame 114 1/2, port and starboard, to clear for installation of deep well pumps. (4) Pacific Bridge Company continued removal of soil and of coral boulders under starboard side of ship.

UTAH (1) Continued pumping gaseous water from #7 access hole. (2) Continued skimming fuel oil and water from the various access holes and pumping to the INTREPID. (3) In access hole #4, divers took the necessary dimensions and structural data for manufacturing covers for the hatches in the main deck at fr. 47 and in the 2nd deck at fr. 58, both on starboard side. (4) In access hole #5, divers removed 12 nuts from the bolted plate in the 3rd deck fr.53 1/2 starboard side from B-105 to B-31-V (5) In access hole #7, divers completed cutting an access hole from D-19 to D-12-M centerline between the 1st and 2nd platform decks and moved ammunition as necessary with a view of reaching W.T.D. at fr. 100 starboard side from D-12-M into D-15-M. (6) Divers removed marine growth from the air cooling coils on divers' air supply line to increase efficiency of the cooling effect. (7) Pacific Bridge Company continued excavating in the anchor bar trenches on Ford Island and manufacturing forms for concrete for this installation.

ARIZONA (1) Continued removal of forward wood quay and piling. (2) Continued cutting to free foundation of turret#4 for lifting. Continued installation of lifting pads. Continued pumping turrets #3 and #4. (3) Divers assisted in removal of forward wood quay, cut holes in circle deck turret #4 to drain water from area to be cut. Continued cutting on conning toer structure, underwater.

REID Departed.

ENTERPRISE Docked Dry Dock #2.

YW23 Docked Floating Dry Dock YFD2.

CRYSTAL Arrived and docked Floating Dry Dock YFD2.

May 19, 1943

ARIZONA (1) Continued removal of forward wood quay and pilings. (2) Continued installation of lifting pads in turret #4 on foundation. (3) Made arrangements for installing an additional electric deep well pump in turret #3 in order to further unwater turrets #3 and #4 for removal of eight magazine doors and door frames. (4) Divers continued cutting aft of turret #2 on conning tower structure; continued cutting holes in turret #4 to drain water from area to be cut for lifting foundation.

LST472 Departed.

YT188 Arrived Berth 12 ½.

REID Arrived.

May 20, 1943

OKLAHOMA

(1) Continued pumping in bow and stern sections to remove leakage and wedge water. Continued removal of debris and mud from A-131. (2) Completed exhaust ventilation system down hatches at 13 1/2. (3) Divers cleared space on main deck, port side, at frames 53-54 preparatory to cutting pump access hole. At frame 98, second platform, starboard, drilled vent holes, placed template, and commenced cutting pump access hole into shaft alley. (4) Sludge Removal Barge (YSR8) skimmed oil from water in hatch at frame 98, starboard. (5) Took triangulation reading to determine position of ship. (6) Pacific Bridge Company continued removal of soil and boulders from under starboard side of ship at about frame 52; removed initial slack from #21 tackle.

UTAH

(1) Began enlarging #2 access hole for diving operations. (2) Continued pumping gaseous water from #7 access hole. (3) Continued skimming fuel oil and water from the various access holes. (4) In access hole #7, divers opened and secured open water-tight doors between the first and second platform decks as follows: W.T.D. from D-40 to D-44-M, Fr. #96 port side, W.T.D. from D-38 to D-42-M Fr.#98 1/2, port side, W.T.D. from D-38 to D-47-M, Fr.# 100 1/2 centerline, W.T.D. from D-38 to D-41-M, Fr.#98 1/2 starboard side W.T.D. from D-40 to C-52, Fr.#95, port side. (5) In access hole #3, divers opened W.T.D.'s between the second platform A-15 deck and hold as follows: W.T.D. from A-16 to A-15-Fr.#40 1/2, W.T.D. from A-16-P to A-17-P, Fr. #40 1/2, W.T.D. from A-16-S to A-15-S, Fr.# 40 1/2, between the first and second platform decks, divers opened W.T.D.'S as follows: W.T.D. from A-40-M_ to A-41-1-M Fr.#40 1/2, W.T.D. from A-40-M to A-38-M, Fr.#40, W.T.D. from A-40-M to A-41-1-MP, Fr.# 40 1/2, W.T.D. from A- 41-1-M to A-41-1-MP, Fr.#41. Between the third deck and first platform divers opened and secured doors as follows: W.T.D. from A-59 to stbd. passageway, Fr.#40, W.T.D. from A-59 to port passageway, Fr.#40 1/2, W.T.D. from port passageway, Fr.#40 1/2 to A-61-M-P In the first platform deck, divers opened the watertight hatch at Fr.#40 1/2 starboard from A-40-M to the passageway at the first platform. Divers inspected and found open the two hatches (watertight) in the second platform A-40, port and starboard.(6) In access hole #5, divers completed removing the bolted plate in the third deck from B-109 to B-33-V, Fr.#53 1/2, these divers also removed sixteen nuts from the bolted plate in the third deck from B-109 to B-33-V, frame #58 1/2.

May 20, 1943

UTAH
cont'd (7) Pacific Bridge Company continued pumping water from the anchorage excavations, constructing concrete forms for the pedestal and anchor bar installations, excavating in the pedestal excavation and altering electrical leads for power supply.

ARIZONA (1) Completed removal of forward wood quay. (2) Set ten inch gasoline pump on turret #2. (3) Set an additional ten inch electric deep well pump in turret #3. Made connections, adjustments and unwatered turrets to within about one foot of handling room deck. Approximately two days cutting to be done to prepare turret #4 foundation for lifting. (4) Floating wheeler arrived at ARIZONA about 1700 and worked until 2300 washing excessive oil from area to be cut in turret #4. (5) Divers cutting on conning tower structure and preparing post office safe for removal.

YC21 Arrived for main engine overhaul.

LST475 Completed and departed.

REID Departed.

PC597 Arrived Berth 17 1/2.

May 21, 1943

OKLAHOMA (1) Continued intermittent pumping of bow and stern sections. Made preparations for pulling operations. (2) Divers completed cutting of pump access hole at frame 98 starboard through 2nd platform into compartment D-5 (shaft alley). (3) Pacific Bridge Company completed soil removal under starboard side of the ship. (4) Commenced righting operations at 1257, 20 May, by starting winches with lowest loads (#20 and #21). Ship was in 10°15' position. Started remaining winches in succession in order of loading, and all winches (19) were placed in operation at 1319. Continued pulling until 1548, at which time loads on winches and winches had become excessive. Ship was in 4° 30 ' position. Took strain gauge readings on hauling parts of all tackles. (5) Summary of pulling operations:

Summary

<u>Start</u>	<u>Stop</u>	<u>Pulling</u> <u>Period</u>	<u>Final</u> <u>Angle</u>	<u>Hourly</u> <u>Average</u>
1300, 20 May	1548	2 hr.48'	4° 30'	2.14°
Totals		71 hr. 37'	147-	2.05°

(6) Recovered tail section of one torpedo at frame 60, on starboard side of Upper Deck, against side of gun casemate.

UTAH (1) Continued pumping gaseous water from #7 access hole. (2) In access hole #3, divers opened and secured the W..T.D. from A-13 to A-14-P, fr.33 between the 2nd platforms and the hold. Between the 1st and 2nd platform divers opened W.T.D.'s as follows: (a) Port and stbd. doors from A-28-M to A-34 pass. fr.26 (b) Port and stbd. doors from A-28-M to A-38-M fr.35 (c) Port doors from A-40-M pass. to A-38-M, Fr 40 and from A-41-1-M-P to A-40-M (pass), fr. 40 1/2.. Divers also opened and secured the hatch in the 2nd platform deck fr.32 1/2 starboard side from A-34 to A-13. (3) In access hole #5, divers removed the bolted plate in the 3rd deck fr.58 1/2 starboard side from B-109 to B-33-V; began removing the bolts plate in the 3rd deck fr.49 1/2 starboard side from B-109 to B-35-V; removed the air test cap from the bolted plate in the 3rd deck fr.46 1/2 starboard side from B-103 to B-7-P. (4) In access hole #7, divers cut an access hole through the 1st platform deck at fr.104 1/2 from passage D-20 into D-47-M. (5) Pacific Bridge Company continued removing quay F-11-M, pumping water from anchorage excavations, construction concrete forms, and installing electric leads.

May 21, 1943

ARIZONA (1) Continued pumping turrets #3 and #4. Completed installation of lifting pads on foundation, turret#4. Continued cutting to free foundation for lifting. (2) Removed four doors from hinges, two at each end of passageways between turrets #3 and #4 on 1st platform. (3) Divers continued cutting on conning tower foundation structure.

PIKE Arrived Berth 1 1/2 for repairs to main generator armature.

LOYALTY Arrived Berth 11 for repairs.

YW23 Undocked Floating Dry Dock YFD2, completed and departed.

CRYSTAL Undocked, Floating Dry Dock YFD2, completed and departed.

ELLETT Completed and departed.

May 22, 1943

OKLAHOMA (1) Divers drilled vent hole, cleared deck area, and commenced cutting pump access hole through main deck, frame 53 1/2, port. Attempted to enter trunk C-23 at third deck level to clear for setting pump down dynamo room trunk, but found that door 3-78-212 must be cleaned before it can be opened. (2) Continued maintaining bow section of ship unwatered. Allowed stern section to reflood due to leakage pending general pumping out of the ship. (3) Leveled pumps, compressors, etc., to suit new angle of the ship, and installed blower for ventilating compartments down vertical line of hatches at frame 27 1/2. (4) Pacific Bridge Company commenced construction of sandbag cofferdam around the starboard half of main deck aft, started survey of underwater damage from frame 30 aft along port side and survey of mudline on starboard side from aft forward, and commenced washing mud out of the gun casemates on port side.

UTAH (1) Continued pumping gaseous water from #7 access hole and skimming fuel oil from various holes. (2) In access hole #3, divers opened the W.T.D.'s between the third deck and 1st platform as follows:
From A-55-M stbd., fr. #32 1/2 into the trunk
From A-55-M, Fr. #31, Stbd., into A-51
(3) In access hole #5 divers removed the bolted plate in the third deck, Fr. #69 1/2 stbd., from B-109 to B-35-V. (4) In access hole #7 divers drilled seven 3/8" vent holes from D-20 into D-27-M on stbd. side between the first and second platform decks, near the second platform deck, Fr. #106 1/2 and also drilled eight 3/8" vent holes through the first platform deck at Fr.105 1/2 from D-20 into D-53, cut two dogs the W.T.D. from D-47-M into D-49-M between the third deck and the first platform Fr. #104 1/2. (5) Pacific Bridge Company installed an electric deep well pump in the anchorage excavation, continued removing quay F-11-N, constructing concrete forms, and excavating in the anchorage locations.

ARIZONA (1) Completed installation of 3-10" gasoline pumps on turret #2. (2) Pumping turrets #3 and #4, Continued cutting to free foundation for lifting. (3) Began cutting out door frames to passageways between turrets #3 and #4. (4) Divers cutting on conning tower structure and preparing post office safe for removal.

KALOLI Completed and departed.

YD04 Arrived and docked YFD2.

ALLEN Post repair trial.

May 23, 1943

OKLAHOMA (1) Continued pumping, as before in forward section. (2) Divers completed cutting of pump access hole at frame 53 1/2 port side main deck. Removed all but two dogs on 2nd deck armored hatch in trunk C-23. Attempted to reach C-24 from 3rd deck but will require removal of debris. (3) Completed installation of exhaust blower at frame 27 1/2. Continued boarding over of stack on boat deck. Set and connected into divers' air line air volume tank on boat deck. Started construction of floating walkway from quay F-5-S to ship at approximately frame 40. (4) Pacific Bridge Company continued diving survey of mudline on inshore side and of damage on port side. Cutting away semi loose metal pieces from port side in vicinity of frames 50-60 which were considered hazardous to divers. Started construction of walk-way along port side casemates.

UTAH (1) Continued skimming fuel oil and water from the various access holes and pumping gaseous water from #7 access hole. (2) In access hole #3, divers opened and secured the watertight doors between the 3rd deck and 1st platform as follows:
From A-60-M-P to the passageway, Fr. 39 1/2
From A-59 to A-60-M-P, Fr. 37 1/2
From A-59 to A-32, Fr. 35 (access trunk),
Divers inspected the opening in the 1st platform deck to A-32, Fr. 34 1/2. (3) In access hole #5, divers removed the bolted plate in the 3rd deck fr. 49 1/2 starboard side, from B-105 to B-29-V, also the bolted plate in the 3rd deck from B-109 to B-35-V, frame 58 1/2 starboard side and the bolted plate in the 3rd deck from B-109 to B-33-V at fr. 59 1/2. (4) Pacific Bridge Company installed an electric deep well pump in the anchorage excavating (total 2) continued removing quay F-11-N, constructing and installing concrete forms, and excavating in the anchorage location.

ARIZONA (1) Continued pumping turrets #3 and #4. Continued cutting loose turret foundation. This cutting is slow because of the small pockets in which the burners are working and the necessity for wearing air masks. (2) Divers cutting on conning tower foundation, and brought Post Office safe to a position from which it can be lifted out of the ship. Remove about two tons of scrap metal.

YD04 Undocked Floating Dry Dock YFD2, completed and departed.

RUSSELL Departed .

LARDNER Departed.

BARGE #9 Departed.

May 24, 1943

OKLAHOMA (1) Continued intermittent pumping to remove leakage water from section of ship forward of frame 30. (2) Divers opened hatch #2-54-108 and commenced clearing hatch #3-53-76 for opening. Commenced undogging hatch #3-76-84 in second deck from underside in trunk C-24. Attempted to clear passageway through Repair IV on third deck for access to trunk C-25. (3) Continued construction of wooden platform over stack opening on superstructure deck and of a floating walk way from quay F-5-S to the ship. Commenced washing mud from port side of upper deck. (4) Pacific Bridge Company suspended operations for the day (Sunday).

UTAH (1) Continued pumping gaseous water from #7 access hole, and removing fuel oil and water from the various access holes. (2) In access hole #3, divers between the first platform and third deck attempted to transverse A-51 to reach passageways between the first and second platform decks (A-27 and A-26) open doors. Between the first and second platform decks divers attempted to open the W.T.D. from A-28-M to A-27, fr.#26 stbd. These divers opened and secured the W.T.D. from A-13 to A-14-S between the hold and second platform Fr.#32 1/2. (3) In access hole #5, divers removed air test caps from bolted plates in the third deck, port side, as follows:

B-110 to B-20-1-F - Fr.#64 1/2

B-110 to B-16-1-F - Fr.#60 1/2

B-110 to B-18-F - Fr.#61 1/2

B-110 to B-14-F - Fr.#57 1/2

B-110 to B-16-V - Fr.#60 1/2

B-110 to B-12-V - Fr.#58 1/2

B-106 to B-12-1-F - Fr.#56 1/2

L-106 to B-10-F - Fr.#53 1/2

B-106 to B-8-F - Fr.#52 1/2

These divers found the bolted plate removed in the third deck, port side, Fr.#65 1/2, removed the bolted plates in B-110 to B-34 Fr.#58 1/2 and B-110 to B-36, Fr.#59 1/2. On the stbd side, third deck in B-113 to B-37-V, Fr.#65 1/2 removed the bolted plate. In the third deck in B-14 divers removed air test caps from bolted plates on the port side as follows:

From B-114 to B-26-F - Fr.#69 1/2

From B-114 to B-24-1-F - Fr.#68 1/2

From B-114 to B-24-V - Fr.#67 1/2

From B-114 to B-20-V - Fr.#65 1/2

From B-114 to B-22-A - Fr.#65 1/2

(4) In access hole #7, divers cut an access hole from D-20 to D-27-M between the first and second platforms at Fr#106 1/2 stbd. (5) Pacific Bridge Company suspended operations for the day (Sunday).

May 24, 1943

ARIZONA (1) Reinstalled 10" electric deep well pump in turret #2. (2) Removed port forward section of conning tower foundation. Divers continued cutting for further removals. (3) Continued cutting in turret #4 to free foundation for lifting. (4) Removed about four tons of scrap steel from ship.

ASE? Arrived Berth 17 1/2.

ONTARIO Arrived Berth 20 for repairs.

TARION Arrived for overhaul.

TULLIBEE Arrived and docked YFD2.

YMS101 Docked Marine Railway.

PC597 Completed and departed.

YT188 Completed and departed.

CGC TIGER Completed and departed.

May 25, 1943

ARIZONA (1) Completed cutting in turret #4 to free foundation for lifting. One water line (sprinkling system) remains to be parted and blanked off. Continued pumping turrets #3 and #4. YD25 (150 ton crane) will not be available for same time to complete turret removal. (2) Divers continued cutting On foundation of conning tower and caulking around gun parts of turret #2.

TULLIBEE Undocked Floating Dry Dock YFD2, completed and departed.

ROBIN Completed and departed.

PC585 Arrived for repairs Berth 17 1/2.

May 26, 1943

OKLAHOMA (1) Continued intermittent pumping forward of frame 30. (2) Divers opened hatches 1-30-129 and 2-30-109 and otherwise cleared the vertical line of hatches at frame 30 1/2, starboard, from upper deck to hold preparatory to installation of pump. Similarly commenced clearing line of hatches at frame 47 1/2, starboard, by opening hatch 1-47-133 and worked on opening armored hatch 2-48-113. Opened armored hatch 2-82-121 and assisted in removal of underwater wreckage of turret catapult on port side of main deck aft. (3) Removed six shots of starboard anchor chain. Also, removed wreckage of turret catapult from port side of main deck aft to clear for divers, and dropped clear of ship due to failure of lifting sling. Will recover later. (4) Cut pump access hole through upper deck at frame 77. Continued erection of temporary house over stack opening. (5) Pacific Bridge Company continued underwater survey of port side damage and washing mud from damaged areas. Made preparations for further soil removal under starboard side of ship due to prospective availability of additional divers and in preparation for further righting of ship to facilitate installation of temporary patches on port side.

UTAH (1) Continued pumping gaseous water from #7 access hole and skimming fuel oil and water from the various access holes. (2) In access hole #3, divers opened watertight doors between the 1st platform and 3rd deck as follows: W.T.D. from A-62-M-S to trunk, fr.40 1/2, W.T.D from A-27 to passageway, starboard, fr.25 1/2, W.T.D from A-26 to passageway, port, fr. 25 1/2 and also the watertight manhole plate from A-26-: to A-54-1, fr. 25 1/2. (3) In access hole #5, divers opened the closures in the 3rd deck as follows: Bolted plate in B-106 to B-32-V, fr. 53 1/2 port, bolted plate in B-106 to B-4-F, fr. 49 1/2, port and bolted plate in B-102 to B-6-F, fr. 46 1/2, port. The watertight hatch in B-106 to B-116-P, fr. 49 1/2 port side was found open. The W.T.D. in B-106 to B-102, fr. 49 between the 3rd deck and 1st platform, was found open. The W.T.D. from C-100-P to B-114, fr. 73, was closed and partly secured. (4) In access hole #7, between the 1st platform and 3rd deck, divers opened and secured watertight doors as follows: From D-47-M to D-53, fr. 105 starboard, from D-53 to D-58-M, fr. 106 1/2 port, from D-53 to D-58-M, fr. 107 1/2 port, from D-54 to D-86, fr.111 1/2 port, from D-54 to 55, fr. 111 1/2 starboard, from D-54 to D-53, fr.111, centerline, and from D-54 to the trunk fr. 1110 centerline.

May 26, 1943

UTAH (5) Pacific Bridge Company continued constructing
cont'd pedestal concrete forms, pumping water from the excavations, and removed the metal tube (approx. 3'x30') from the center of F-11-N.

ARIZONA (1) Diver began removing recoil nuts from guns in turret #2. (2) Pumping turrets #3 and #4. Removed two magazine doors from turret #4 and placed on quay abreast turret #3. Sprayed with tectyle. Foundation of turret #4 is ready for lifting. (3) Divers cutting on conning tower foundation and removing recoil nuts in turret #2.

BELLE Arrived Berth 17 for bridge installation, remote PPI.

GIRASOL Arrived Berth 2 1/2.

YMS101 Undocked Marine Railway, went to Berth 14 for completion.

STINGRAY Arrived and docked Floating Dry Dock YFD2.

LARDNER Arrived Berth 12.

RUSSELL Arrived Berth 17.

ELLET Arrived Berth 18.

HALIBUT Completed and departed.

May 27, 1943

OKLAHOMA (1) Continued intermittent pumping in section forward of frame 30. (2) Divers opened armored hatch 2-48-113 and otherwise completed clearing vertical line of hatches at frame 47 1/2 for pump installation. Commenced chipping out tile and concrete at frame 77 1/2 main deck, port side, for cutting pump access hole to trunk C-24. Worked in trunk C-25 below 2nd deck to undog armored hatch 3-76-91 for opening. (3) installed 10" deep well diesel pump (#4) on upper deck down vertical line of hatches to hold at frame 30 1/2, port side. (4) Recovered catapult and placed on barge; completed removal of starboard anchor chain; and continued erection of temporary houses on superstructure deck. (5) Pacific Bridge Company completed washing mud from port gun casemates on upper deck and resumed soil removal under starboard side of ship, frames 48-52. Divers continued removal of mud and debris from vicinity of damage on main deck, frames 47-50 port side.

UTAH (1) Continued skimming fuel oil and water from the various access holes. This will minimize fouling with oil as water is lowered in the ship. (2) In access hole #3, divers drilled 4 - 5/8" vent holes in the bulkhead from A-59 to A-60-M-S at fr.39 1/2 between the 3rd deck and 1st platform, near the 3rd deck. (3) In access hole #5, opened the W.T.D. at fr. 73 1/2 from C-30-M to C-32, between the 1st and 2nd platforms; opened the W.T.H. in the 2nd platform, fr. 72 1/2 from C-32 to C-12; opened the W.T.D. at fr.77 between the 2nd platform and the hold from C-12 to C-16; and drilled 2-3/6" vent holes from C-12 to C-10 at fr.76 between the 2nd platform and the hold, near the 2nd platform. (4) In access hole #7, divers opened the W.T.D's between the 1st and 2nd platforms between frs. 110 1/2 and 112 as follows: from D-31 to D-32, from D-31 to D-33, from D-31 to D-28-M; opened the W.T.D. at fr.106 1/2, between the 3rd deck and 1st platform from D-53 to D-57-M; opened the W.T.H. in the 1st platform, fr.112, centerline; opened the W.T.H. in the 3rd deck at fr.112 1/2 centerline from D-110 to D-113. (5) Pacific Bridge Company continued installing the pedestal concrete forms and pumping water from the south excavation. Poured approximately 400 yards of concrete in the pedestal forms, and began construction a roadway for trucks to excavation location.

ARIZONA (1) Removed recoil and counter-recoil nuts from 14" guns in turret #2. (2) Flooded turrets #3 and #4. Opened four magazine doors in #4 handling room and blanked off air vent in D-413-M. Will unwater turret today in order to remove required magazine doors and frames.

May 27, 1943

ARIZONA (3) Removed Post Office safe from ship and delivered to C.O., V-I-0. (4) Divers opening magazine doors, turret #4, blanked off vent in D-413-M, and continue cutting on conning tower foundation.

GIRASOL Docked Marine Railway.

ALLEN Completed and departed.

May 28, 1943

OKLAHOMA (1) Divers cut drainage hole through bulkhead #53 between A-39 1/2 and A-40-P; drilled vent hole and cut pump access hole through main deck., frame 77, port side; completed undogging armor hatch 3-76-91 in trunk C-25; cleared trunk C-25 down to 2nd platform except for ladder between 1st and 2nd platforms; and undogged hatch 6-77-15. (2) Connected and tested diesel deep well pump at frame 30 1/2, port side. (3) Commenced disassembly of wreckage of turret catapult for scrap, and continued construction of temporary house on superstructure deck. (4) Continued installation of electric power leads from Ford Island. (5) Pacific Bridge Company continued removal of soil and starboard side, frames 42-55, and clearing damage on port side, frames 45-55, for examination.

UTAH (1) Continued skimming fuel oil from the various access holes and pumping gaseous water from #7 access hole. (2) In access hole #3 , divers drilled three 3/8" vent holes from A-28-M to A-33-M-P, fr.31 1/2 between the 1st and 2nd platform decks. These divers opened W.T.D.'s between the 1st and 2nd platform as follows: from A-33-M-P to A-36-M, fr.32 1/2, from A-33-M-P to A-30-M, fr. 29 1/2, between the 3rd deck and 1st platform opened W.T.D. from A-55-M to A-57-M-S, fr. 31 1/2.(3) In access hole #5, divers drilled two 3/8" vent holes from C-12 to C-10 between the 2nd platform and hold it fr.72 1/2 and near the hold. (4) In access hole #7, divers drilled four 3/8" holes for venting, two on the port side and two on the starboard side of the trunk into D-100, between the 3rd deck and 1st platform at fr. 112 1/2. Began burning an access hole from the trunk at fr.112 1/2 into D-100 between the 3rd deck and 1st platform. (5) At frs. 54 1/2, 56 1/2, port side of ship's bottom, a diver plugged three rivet holes to eliminate escaping fuel oil from B-70-F (2 holes) and from B-72-F (1 hole). At frs. 92 to 94, diver procured the dimensions of the port sea chests from the main condenser for the fabrication of plate covers. (6) Pacific Bridge Company continued pumping water from the south excavation, constructing pedestal concrete forms and removing the sand by bucket from the core of F-11-N.

May 28, 1943

ARIZONA

(1) Pumped to lower water level in turret #2 sufficiently for removal of the differential cylinders from counter-recoil mechanisms on guns. (2) Diver began cutting out magazine door frames in passageways between #3 and #4 turrets, end doors to D-413-M and D-412-M. (3) Divers continued cutting on conning tower foundation.

LARDNER Departed.

ELLET Departed.

BEALE Completed and departed.

RUSSELL Departed.

WASHINGTON Departed.

HADDOCK Undocked DD#3, went to B1 1/2 for completion.

GRAYSON Docked Dry Dock #3.

PANAY Arrived Berth 20 1/2.

STINGRAY Undocked Floating Dry Dock YFD2, completed and departed.

CGC RELAIANCE Arrived Berth 15 for repairs.

YS110 Arrived Berth 11 for repairs.

May 29, 1943

OKLAHOMA (1) Divers completed cutting pump access hole through main deck at frame 77 1/2, port, into trunk C-24. Found trunk partially filled with mud on 2nd deck level. Opened hatch 6-77-15 and commenced removal of ladder leading down to this hatch in C-25. Commenced work toward opening bolted plate in 2nd deck frames 56-58 on centerline for access to trunk A-40. (2) Replaced the two 10" deep well pumps at frames 13 1/2 and 27 1/2 with 8" pumps, in order to use 10" pumps elsewhere, and continued intermittent pumping of leakage water at frame 27 1/2. (3) Continued disassembly of catapult for scrap and erection of temporary houses on boat deck. (4) Pacific Bridge Company divers continued removal of mud and wreckage and determination of damage on port side, frames 45-50. Also continued soil removal under starboard side of ship, frames 50-55.

UTAH (1) Continued skimming fuel oil and water from the various access holes and pumping gaseous water from #7 access hole. (2) In access hole #3, divers attempted to open the W.T.H. in the 2nd platform, fr. 25 1/2, port side from A-26 passageway into A-10-P. (3) In access hole #5, divers attempted to drill vent holes from C-12 to C-10, fr. 73 1/2 between the 2nd platform and the hold. (4) In access hole #7, divers continued burning an access hole from the trunk on the centerline into D-100 fr. 112 1/2 between the 1st platform and the 3rd deck. (5) In B-84 and B-86, frs. 55 to 65 port side, divers plugged rivet holes to eliminate escaping fuel oil. (6) Pacific Bride Company completed pouring the 17 concrete pedestals, continued pumping the water from the south anchorage excavation; removing the sand core from F-11-N; and began altering the concrete forms for installing anchorage excavations.

ARIZONA (1) Diver inspected elevating drive shafts in turret #2 to locate point of separation from Waterbury speed gear. (2) Removed 2 magazine doors with powder scuttles and door frames. Delivered to berth #5. (3) Diver removing doors from hinges in #4 handling room, and continued cutting on conning tower foundation. (4) Continued repairs to deep well pump motor in turret #3.

GIRASOL Undocked Marine Railway, went to Berth 2 1/2 for completion.

ENTERPRISE Undocked Dry Dock #2, went to Berth 22 for completion.

May 30,1943

OKLAHOMA

(1) Continued intermittent pumping in bow section to remove leakage water. (2) Divers commenced cutting bolts to remove bolted plate in 2nd deck frame 56-58, centerline, for access to A-40. Cleared ladder leading down into C-27 from hatch 3-82-93, and commenced clearing ladder at frame 77 leading down to C-5. Installed 6" pipe air lift to remove mud from trunk C-24 between 2nd and main decks. (3) Installed discharge pipe and pumped gaseous water from ship at frame 30 1/2 port, Completed disassembly of turret catapult. Completed telephone house and office on superstructure deck and installation of underwater cooling coil for divers' air supply at frame 86. (4) Pacific Bridge Company continued survey of daamage on port side, frames 86-65 and soil removal under starboard side, frames 50-55.

UTAH (1) Moved the cofferdam from frs. 53-54 port, B-90-V to the starboard main condenser overboard discharge. (2) Continued skimming fuel oil and water from the various access holes and pumping gaseous water from #7 access hole. (3) In access hole #3, divers opened and secured W.T.D.'s between the 2nd and 1st platforms as follows:
From passageway A-41-1-M-S, to A-41-M-S, fr.41
From passageway A-41-1-M-S, to A-39-M-S, fr. 38 1/2
From passageway A-41-1-M-S, to A-33-M-S, from 35
From passageway A-33-M-S to A-35-M , fr.32 1/2, and from passageway A-33-M-S to A-29-M, fr. 29 1/2.
These divers opened and secured the W.T.D. from the trunk at fr. 40 1/2 into A-17-S between the 2nd platform and the hole, and drilled five 3/8" vent holes in the 2nd platform deck from A-17-S into passageway A-41-1-M-S between frs. 39 and 41. (4) In access hole #5, divers took the measurements of the hatch in the main deck between frs. 61-62 1/2, starboard, in preparation for fabrication of an airtight, water-tight cover and attempted to drill vent holes from C-12 to C-10, fr. 73 1/2, between the 2nd platform and the hole. (5) In access hole #7, divers completed burning an access hole from the trunk, fr.112 1/2 into D-100 between the 3rd deck and 1st platform, and opened the W.T.D. from D-100 into D-102 between the 3rd deck and 1st platform. (6) In B-84 and B-86, frs. 55-65 port side, divers plugged rivet holes to eliminate escaping fuel oil and drilled one 1" hole into C-90, fr. 74, port side, to allow the air pocket in C-10 between the 2nd platform and the hold, to escape. (7)
Pacific Bridge Company continues pumping water from the south excavation, removing the sand core from F-11-N, excavating in the south excavation anchorage, and

May 30, 1943

UTAH
cont'd altering the transformer in the electrical substation.

ARIZONA (1) Diver separated elevating drive shafts from Waterbury speed gears, turret #2 so that guns may be depressed for backing out of slides. (2) Started pumps in turrets #3 and #4. Could not unwater turrets because of leakage from magazines due to opening and removals of doors. Diver continued removing magazine doors in #4 handling room. (3) Removed two large sections of conning tower foundation.

STURGEON Arrived and docked Floating Dry Dock YFD2.

BOGGS Arrived Berth 6 for repairs.

PC585 Completed and departed.

HUTCHINS Arrived Berth 18 for CIC and 40 mm close-in AA armament.

May 31,1943

OKLAHOMA (1) Continued intermittent pumping forward of frame 30. (2) Divers continued work toward removal of bolted plate in 2nd deck frames 56-58, centerline. Commenced removal of mud in trunk C-24 between main and 2nd deck by the use of water jet and air lift pipe. (3) Removed defective air compressor and installed and connected two additional compressors. Installed temporary ventilation in #2 turret. (4) Pacific Bridge Company suspended operations for the day (Sunday), except to furnish crane services.

UTAH (1) Continued skimming fuel oil and water from the various access holes. (2) In access hole #3, divers opened the W.T.H. in the 2nd platform, fr. 25 1/2 port side from A-26 passage to A-10-T and attempted to open the W.T.D. from A-10-P to A-12-P at fr.26 between the hold and the 2nd platform. (3) In access hole #5, divers secured the W.T.D. from C-100 to B-114, fr. 73, port side between the 2nd and 3rd decks. Between the 2nd and 3rd decks these divers closed and secured the W.T.D.'s as follows: from C-100 to B-100, fr.71 1/2, port side; from C-100 to B-101, fr. 71 1/2, starboard; and from C-100 to B-113, fr. 73 starboard side. On the ship's bottom at fr.73 1/2 port side, divers enlarged the vent hole into C-90-B to 13/16" in preparation for drilling into the hold. (4) Pacific Bridge Company suspended operations for the day (Sunday).

ARIZONA (1) Removed cofferdam from gun ports, turret #2. Diver attempted to depress guns in turret #2 but the elevating nut is evidently frozen to elevating screw. Will try to operate nut with chain fall. If this is unsuccessful, will need 150 ton crane to lift breech of guns and it will be necessary to shore up breech at required angle of depression. (2) Divers removed magazine doors in turret #4, and continued cutting out door frames.

PC584 Arrived and docked Marine Railway.

ROBIN Arrived Berth 20 for radio work.

GRAYSON Undocked Dry Dock No. 3, went to Berth 17 1/2 for completion.

TULLIBEE Arrived and docked Dry Dock #3.

GIRASOL Completed and departed.

PANAY Completed and departed.

WASHINGTON Arrived Berth 16.

ELLET Arrived Berth 17.

RUSSELL Arrived Berth 17 for replacement of sound projector.

June 1, 1943

OKLAHOMA (1) Continued intermittent pumping forward of frame 30.
(2) Divers continued cutting off bolts for removal of plate in 2nd deck, centerline, frames 56-58. Removed mud from trunk C-24 between 2nd and main deck by use of water jet and air lift pipe. Removed hinge pins from 2nd deck hatch in trunk C-24 for removal for pump access.
(3) Continued preparations for installation of deep well pumps as received. (4) Pacific Bridge Company continued soil removal under starboard side frames 45-55, and survey of damage on port side.

UTAH (1) Began installing steel plates (2) By welding to close the starboard main condenser sea suction. (2) In access hole #3, divers opened the W.T.D.'s between the 2nd and 3rd decks, starboard side as follows: from A-110 to A-111, fr. 39; from A-110 to A-113, Fr. 41 1/2, and from A-110 to A-109, fr. 36 1/2. On the same deck, divers closed and secured the W.T.D.'s from A-110 to B-101, fr. 46 starboard side and from A-110 to B-100, fr. 46 port side. In the 2nd deck these divers inspected and found open the armored hatches as follows: fr. 25 1/2 starboard from A-108 to A-117 and from A-110 to A-117, fr. 40 1/2 starboard. The trunks and ventilation blower ducts were inspected between the 2nd and 3rd decks between frs. 44 to 46 but no opening or closure was discovered. (3) In access hole #5, divers removed the ladder from across the 2nd deck hatch fr. 67 1/2, port side from B-100-3 and began disengaging the counterbalancing assembly in preparation for closure. (4) On the port side, fr. 73 1/2, divers completed drilling venting holes into C-10. (5) In access hole #7, divers completed cutting an access hole from the trunk fr. 112 1/2, center-line into D-110 between the 3rd and 2nd decks. (6) Pacific Bridge Company installed to pumps, one deepwell and one gas, in the south excavation (total of 4) and continued pumping the water from that excavation. The removal of the sand core from F-11-N was completed. Installed one anchor arm assembly in #11 anchorage and continued excavating in the south anchorage location;

ARIZONA (1) Tried to operate elevating nut, turret #2, by taking strain on drive gear with chain fall. This was not successful so will try with a 50 ton jack. (2) Diver continued cutting out magazine door frames, turret #4. (3) Cutting up wreckage previously removed from abaft conning tower by Haviside crane. No scrap removed from ship.

June 2, 1943

ARIZONA (1) Diver cutting to free rear armor plate, turret #2 for removal. (2) Diver cutting out magazine door frames in turret #4. (3) Continued cutting scrap steel in sections to be handled by truck. No scrap removed from ship.

WASHINGTON Docked Dry Dock #2.

PC584 Undocked Marine Railway, went to Berth 3 for completion.

LARDNER Arrived for repairs and alterations.

KALAE Arrived Berth 12.

RUSSELL Arrived Berth 17.

ELLET Arrived Berth 21.

TULLIBEE Undocked Dry Dock #3.

STURGEON Undocked YFD2, completed and departed.

MAKAWELI Arrived Berth 20 1/2.

June 3, 1943

OKLAHOMA (1) Continued intermittent pumping forward of fr. 30. (2) Divers continued removal of armor bars in 3rd deck in trunk C-24; cast loose the two after deck winches; and continued cutting bolts of removable plates in 2nd deck, frames 56-58, centerline. (3) Removed the port forward deck winch for delivery to Shop 38. Cut damaged plating previously removed into smaller pieces for handling. Continued manufacture of floating walkway, YSR-8 continued skimming fuel oil from various hatches in the ship. (4) Continued wiring of temporary switchboard for control of electric pumps and other electrical services. Power cables have been installed from Ford Island. (5) Pacific Bridge Company continued survey of damage on port side and soil removal under starboard side at frame 50. On port side, divers cut off and removed damaged blister plating frames 63-69, and cleared and commenced cutting damaged plating, frs. 45-50.

UTAH (1) Prepared keel and vicinity frames 65-96 to receive cofferdam. Constructed diving platform at access hole #1. (2) Continued installing plate covers on the starboard main condenser injection openings. (3) In access hole #3, divers opened and secured the W.T.H. in the 2nd deck, port side fr. 40 ½, from A-110 to A-117; found open the W.T.H. in the 2nd deck, port side, fr. 25 ½, from A-100 to A-117; found no closure in the ammunition hoist between the 2nd and 3rd decks, port side, fr. 31 ½ and checked and found the fire hose valve between the 2nd and 3rd decks, fr. 25 1/2, starboard side closed and capped. (4) In access hole #5, divers completed closing the WTH in the 2nd deck, port side, fr. #67 ½, from B-100-3 to compartment between the 2nd and main decks; opened and secured the two air lock doors in both port and starboard B-3 blower rooms, between the 3rd deck and 1st platform; closed and partly secured the WTD between the 2nd and 3rd decks, fr. #71 ½, centerline, from B-100-3 to C-100. (5) In access hole #7, divers opened and secured WTD's between the 1st and 2nd platforms as follows: from D-35 to D-36-P, fr. #115 ½, port side; from D-35 to D-37, Fr. #115 ½, starboard; from D-35 to D-34 (the latter door being previously reported open). Removed the ladder from across the hatch in the first platform deck, Fr. #115 ½, starboard side and secured this hatch open. Inspected the opening in the 3rd deck, starboard side, fr. #115 ½, and found no cover or means for closure. (6) Pacific Bridge Company continued installing two sections of concrete forms in the south excavation, pumping water and excavating in the anchorage, and preparing to install the keel cofferdam. Pacific Bridge Company reports that the last of the 1" wire rope for the righting tackles left the factory on 4 May, 1943.

ARIZONA (1) Diver continued cutting to free rear plate, turret #2, for removal. (2) Diver continued cutting out magazine door frames, turret #4. Removed from ship three doors with powder passing scuttles and one door frame. (3) Continued cutting scrap steel to be removed from ship.

ENTERPRISE Departed.

ROBIN Completed and departed.

SEA RAVEN Arrived and docked YFD2.

CHENG-HO Arrived Berth 19 for inclining.

KALAE Docked Marine Railway.

TULLIBEE Rodocked Dry Dock #3.

TARPON Docked Dry Dock #3.

PC584 Completed and departed.

MAMO Completed and departed.

YF262 Arrived Berth 11 for structural repairs.

4 June, 1943

OKLAHOMA (1) Continued intermittent pumping forward of frame 30. (2) Divers in trunk C-24 completed removal of armour bars in 3rd deck, removed grating in 1st platform, and commenced removing ladder between 1st and 2nd platforms, all as necessary to clear for setting deep well pump. In C-23, removed mud above 2nd deck by means of water jet and air lift pipe and commenced removing hinge pins of 2nd deck hatch covers. Continued work to free the removable plate in 2nd decks centerline, frames 56-58. (3) Constructed temporary foundation for deep well pump at frame 53 1/2, port side, upper deck. Tested operation of diesel deep well pump at frame 47 1/2, port. Commenced preparing casemate #1 for dressing room for enlisted personnel. (4) YSR-8 continued skimming fuel oil from trunks and hatches. (5) Pacific Bridge Company continued soil removal at about frame 50, starboard. Divers continued jetting mud and cutting structural wreckage frames 45-54 and 70-85. Also jetting mud out of ship at about frame 35. Additional Yard civilian divers prepared to assist in this work.

UTAH (1) Began rerouting and installing, a fresh water line from Ford Island to the ship. (2) Continued skimming fuel oil and water from the various access holes. (3) Continued installing the plate covers on the starboard main condenser injection. (4) In access hole #3, divers commenced operations to close the W.T.H. in the maindeck, starboard, frames 33-34 from the wardroom country to A-117. (5) In access hole #5, divers cut an access hole by burning from C-12 to C-IC between the 2nd platform and hold at frames 75-76, near the 2nd platform. (6) In access hole #7, divers closed and secured the W.T.H in the 2nd deck frame 115 1/2, starboard side from D-113 to D-101 trunk, and opened the two man-holes in the 2nd platform as follows: at frame 115 1/2 port, from D-35 to D-8 peak tank and at frame 121 1/2 port, from D-37 to D-9 peak tank, (7) Pacific Bridge Company removed the electrical installation in quay F-11-S preparatory to removal of quay; continued installing the cofferdam on ship from frames 69 to 101 continued excavating, pumping water and installing two concrete forms in the south excavation.

ARIZONA (1) Diver continued burning under water in turret #2 to free rear plate for removal. (2) Diver continued removal of magazine doors and door frames in turret. (3) Continued cutting scrap steel previously removed aft of turret #2 so it can be handled by trunk. None removed from ship.

4 June, 1943

SEAGULL Arrived Berth 15 1/2.

CHENG-HO Completed and departed.

PC588 Arrived Berth 20.

June 5, 1943

OKLAHOMA (1) Continued intermittent pumping forward of frame 3. Cleared debris from trunk from superstructure to 2nd deck at frames 56-58. (2) Continued installations on temporary electric switchboard for pumps and other services. (3) Divers completed driving out bolts in removable plate in 2nd deck, frs. 56-58, C.L. Working down trunk C-24, removed ladders between 1st platform and hold to clear for pump, and prepared to cut drain hole from C-8 to C-2. (4) Pacific Bridge Company continued soil removal under starboard side of ship at about frame 50. Divers operated on port side in connection with damage as follows:

- (a) Inspected for mud removal and cutting structural wreckage, frames 86-96.
- (b) Surveyed for patch design, frames 86-93.
- (c) Removing mud and cutting structural wreckage, frames 43-71.

UTAH (1) Continued installing the plate covers on the starboard main condenser injection. (2) In access hole #3, divers continued to work on closing, the W.T.H. in the main deck, starboard side, frs. 33-34 from A-117 to the Wardroom Country. (3) In access hole #5, divers continued burning an access hole from C-12 to C-10 between the 2nd platform and the hold, at fr. 75 1/2, near the 2nd platform deck. (4) In access hole #7, divers closed and secured the W.T.D. between the main and 2nd decks from C-113 to D-113, Fr.106, starboard side and close the following airports between the main and 2nd decks starboard side: fr. 106 1/2, fr. 111 1/2, fr.113 1/2, fr.114 1/2, fr.121 1/2, fr.122 1/2. (5) Adjacent to the keel on the port side, divers drilled five 17/32" vent holes at fr. 82, 84, 86, 88, and 90 in preparation for driving studs with a velocity gun for the cofferdam installation. (6) Pacific Bridge Company blasted the cap off the cylindrical base of F-11-S; began excavating in the north main anchorage; continued installing the cofferdam on the keel from frs. 69-101; continued pumping water and installing concrete form in the south excavation

ARIZONA (1) Diver continued cutting to free rear plate, turret #2 for lifting. (2) Diver continued removal of magazine doors and door frames in turret #4. (3) Continued cutting scrap steel for truck handling. No scrap removed from ship.

6 June, 1943

<u>Number</u>	<u>Title</u>	<u>Action Date</u>
13-D57	Plan & Elevation	6/3
13-D63)		
13-D64)	Cofferdams	6/3
13-D68)		
13-D59	Frame 38 - Attachment to Ship	6/3
13-D60	Frame 60 - " "	6/3
13-D61	Frame 92 - " "	6/3
13-D62	Frame 98- " "	6/3
13-D66(resub-		
	mission) Bearing Pads	6/1
13-D67	Details of Backstay Connections	5/28

ARIZONA (1) Diver continued cutting out rear plate connections in turret #2. Inspected pin connecting elevating screw to slide and set 50 ton jack in place for turning elevating nut.(2) Continued cutting up scrap steel previously mentioned. No scrap removed from ship.

DORSEY Arrived Berth 6 for repairs.

PENSACOLA Redocked Dry Dock #1.

AULICK Redocked Dry Dock #1.

ASH Docked Floating Dry Dock YFD2.

MALANAO Docked Floating Dry Dock YFD2.

CHEW Arrived Berth 6.

GIRASOL Completed and departed.

JOHN RODGERS Arrived for repairs, Ship on 24 hr. notice.

7 June, 1943

OKLAHOMA (1) Continued intermittent pumping of leakage water forward of frame 30. (2) Divers completed cutting 10" drain hole from C-8 to C2, and commenced cutting similar hole from C-5 to B-2-1. Assisted in removal of the portable armor plate in 2nd deck, frames 56-58 C.L., to gain access to trunk A-40. Cleared access down trunk to dynamo pump room A-22. (3) Installed deep well pumps (3) At frame 30 1/2, starboard, and (#7) at frame 30 1/2, starboard, and (# 7) at frame 53 1/2, port. Removed the portable armor plate in 2nd deck, and the two deck winches from main deck aft. Installed a gasoline driven welding machine on superstructure deck, and completed connection of power lines from shore to temporary switchboard on ship. (4) Pacific Bridge Company suspended operations for the day, except to furnish crane services for the various removals discussed above. (5) Yard civilian divers assisted in removal of the port after deck winch and continued work for Pacific Bridge Company of cutting projecting structural wreckage aft of frame 85, port side.

UTAH (1) Completed installing an electric water heater on the barge alongside the ship to eliminate necessity for portable boiler. Completed reinstalling the 2" fresh water line from Ford Island to the ship. (3) Continued skimming fuel oil from the various access holes. (4) In access hole #3, divers commenced work to close the W.T.H. in the 2nd deck at frame 25 1/2 starboard, from A-117 to A-108. (5) In access hole #5, divers severed the counterbalancing attachment on the W.T.H. in the 2nd deck, frame 72, starboard, from B-11 to C -100, and commenced operations to close same. (6) Pacific Bridge Company suspended operations for the day (Sunday).

ARIZONA (1) Divers attempted to turn elevating nut in turret#2 by using 50 ton jack, but were unsuccessful. Will make preparations for removing pin connecting elevating screw and slide. (2) Diver continued cutting out magazine door frames in turret #4. Diver disconnected flange on deep well pump from hatch leading to D-307 so that pump can be removed. (3) Delivered two deep well electric pumps from turret #3 to berth #5.

8 June, 1943

OKLAHOMA (1) Divers cleared wreckage for access to forward dynamo pump room, A-22, but due to other wreckage have not yet reached bulkhead #60 to cut drainage hole to B-1-1. Completed cutting drain hole from C-5 into B-3-P, and partially completed hole from C-5 into B-2-1. (2) Continued intermittent pumping of ship forward of frame 30. (3) Pacific Bridge Company continued soil removal under starboard side of ship, frames 58-62. On port side, Pacific Bridge Company divers assisted by Navy Yard divers continued use of water jet to clear mud from wreckage at frames 70-74 and 86-93. Also continued cutting wreckage at top of blister, frames 78-88 in preparation for patch design.

UTAH (1) Began installing the Water Tight Hatch and an airlock on #5 access hole. (2) Continued skimming fuel oil and water from the various access holes. (3) In access hole #3, divers closed and partially secured the Water Tight Hatch in the second deck, Frame #25 1/2, starboard side, from A-117 to A-108. (4) In access hole #5, divers closed and secured the Water Tight Hatch in the second deck Frame #72 starboard side from B-116 to C-100, and moved all diving equipment to the diving platform on #4 access hole. (5) Pacific Bridge Company began pouring concrete in the south excavation; continued pumping water from the south excavation; continued installing the cofferdam on the keel of the Utah between Frames #69-101; and continued removing the concrete cap from the cylindrical base of quay F-11-S; and excavating in the north anchorage location.

ARIZONA (1) Removed locking devices from pins connecting elevating screw to slide, turret #2. (2) Continued cutting out magazine door frames, turret #4. Removed and delivered to berth #5, two door frames. (3) Removed from turret #4 and delivered to berth #5, one diesel powered deep well pump.

JOHN RODGERS Completed and departed.

9 June, 1943

OKLAHOMA (1) Divers cut drainage hole from A 22 into B-1-1; removed ladders and otherwise commenced clearing trunk A-40 for installation of deep well pump; completed cutting drainage hole from C-5 into B-2-1; cut drainage hole from C-8 into C-5 at about frame 82; and opened manhole 6-78-38 1/2 from C-23 into C-24. (2) Moved tool room to casemate #1 on upper deck. Completed electrical connections and tested operation of pumps #3 and #7. Continued intermittent pumping of decreasing leakage forward of frame 30. (3) Pacific Bridge Company continued soil removal under starboard side, frames 62-66. Pacific Bridge Company divers assisted by Yard civilian divers performed the following work in way of underwater damage on port side:

- (a) Cutting away damaged blister structure frames 47-53 and 78-85.
- (b) Removing mud from structural wreckage by means of air lift pipe and water jet, frames 60-65.
- (c) Continued removing mud with water jets from torpedo hole, frames 86-93.

UTAH (1) Started moving the machinery, deck houses, and equipment from the YS88 to YC479 alongside Utah, in order to release YS88. (2) Continued installing a hatch in #5 access hole and preparing an airlock for same. (3) Continued skimming fuel oil and water from the various access holes. (4) In access hole #3, divers opened and secured the hatch in the 1st platform, port side, frame 40 1/2, from 1st platform passage to A-40-M; opened and secured the hatch in the 3rd deck, port side, frame 40 1/2 from A-110 to the 1st platform; completed securing closed the hatch in the 2nd deck, starboard side, frame 25 1/2, from A-117 to A-108; completed securing closed the hatch in the main deck, starboard side, frames 33-34, from the wardroom country to A-117; closed and partially secured the door between the main and 2nd decks from A-117 to "F" Division crew's space, frame 41 1/2. (5) In access hole #4, divers installed a guide line from the access hole to the starboard main stern line in B-2 and inspected the transverse bulkhead between B-2 and B-3, frame 63, with a view of cutting an access hole; and checked the airports between the main and 2nd decks as follows:

9 June, 1943

UTAH
Cont'd Frame 52 1/2 (closed), Frame 53 (open), Frame 58 1/2 (open) and Frame 59 1/2 (open), starboard side from outside of the vessel. (6) In access hole #7, divers closed and secured the door from D-40 to C-52, port side, frame 95, between the 3rd deck and 1st platform; secured closed the door from D-39 to C-53, frame 95, between the 3rd deck and 1st platform, starboard; opened and secured the manhole from D-39 to D-45, frame 95 1/2; inspected and found secured closed the manhole from D-45 to C-55, frame 95; closed and secured the two ammunition hoists between the main and 2nd decks, port and starboard sides in D-113; and closed and secured the W.T.H. in the 2nd deck, centerline from D-113 to D-1100 frame 112 1/2. (7) Pacific Bridge Company continued installing a cofferdam on the keel of the Utah from frame 69 to 101; pouring concrete in the south excavation; and pumping water from the same.

ARIZONA (1) Suspended salvage operations for the day due to lack of divers.

TRACY Arrived for fuel oil tank repairs and docking.

YG21 Undocked Marine Railway, went to Berth 12 for completion.

YSD55 Arrived and docked Marine Railway.

KALAE Completed and departed.

MUSTIN Completed and departed.

PC596 Arrived Berth 15 for repairs.

GULF WAVE Arrived Berth 17 prior to docking.

KALOLI Arrived Berth 21 for repairs.

10 June, 1943

OKLAHOMA (1) Divers removed hatch cover #6-56-14 and commenced cutting pump access hole in 2nd platform between A-40 and A-22; cut drainage hole from C-23 into C-4, and commenced cutting pump access hole through main deck, frames 86-87, port. (2) Continued intermittent pumping forward, and operated all pumps for test. (3) Pacific Ridge Company continued soil removal under starboard side back to frame 68. Pacific Bridge Company divers, assisted by Yard civilian divers, performed following operations in way of damage on port side:

- (a) Cutting away structural wreckage at frames 50, 92-95 and CO.
- (b) Remove mud by water jet from 2nd deck, frames E9-93.
- (c) Clearing raid from damaged blister by water jet and air lift at frame 60.

UTAH (1) Continued skimming fuel oil and water from the various access holes (2) Continued installing a hatch in #5 access hole and preparing an airlock for installation . (3) In access hole #3, divers closed and secured the armored doors, frame 41, port and starboard, between the 2nd and main decks; the starboard door from A-117 to "F" division crew's space; and the port door from crew's space (mess att.) to the Warrant Officer country. These divers drilled three 3/6" vent holes between the. 2nd and 1st platforms, frame 41 from A-60-M-P to A-64-P. (4) In access hole #4, divers started burning an access hole from B-2 to B-3 at frame 63, starboard, on the 1st platform level.(5) In access hole #7, divers cut the counter-balancing attachment and partly closed the armor Latch in the 2nd deck, frame 103, starboard, in D-109; (6)Pacific Bridge Company installed #4 anchorarm assembly and a concrete form for this section of anchorage; continued pumping water from the south excavation; preparing to remove the sand core from F-11-S; and installing a cofferdam on the keel of the Utah from frame 69 to frame 101.

ARIZONA (1) Diver continued cutting angle holding rear plate in turret #2. Commenced work to remove set screws holding elevating screw pins. Making up special tool for this purpose. (2) Diver continued cutting on magazine door frames, turret #4. (3) Continued cutting scrap

10 June, 1943

ARIZONA steel previously removed from abaft turret #2, None removed from ship.

ASH Undocked Floating Dry Dock YFD2.

MALANAO Undocked Floating Dry Dock YFD2.

ENTERPRISE Arrived Berth 23.

SIRIUS Arrived Berth 2.

11 June, 1943

OKLAHOMA (1) Divers continued cutting pump access hole in 2nd platform from A-40 to A-22; completed cutting of pump access hole in main deck, frames 86-87; and otherwise cleared this hole and armor hatch #2-87-112 for installation of pump. (2) Commenced cutting pump access hole in superstructure deck, portside, frames 81-82; and continued intermittent pumping forward of frame 30. (3) Pacific Bridge Company continued soil removal under starboard side, frames 70-80. On portside, Pacific Bridge Company divers assisted by Yard civilian divers, continued cutting structural wreckage at frames 86-93 and 47-68. Also jetting mud in way of damage at frame 68.

UTAH (1) Continued moving machinery and equipment from YS88 to YC479. (2) Continued installing a W.T.H. and preparing an airlock for e5 access hole. (3) Continued skimming fuel oil and water from the various access holes. (4) In access hole #3, divers inspected and found closed fire hose valves #28 and #29 port and starboard sides between the 2nd and main decks at frame 26; inspected and found open and secured the W.T.H. in the 2nd deck, frame 21 1/2, port side, from the warrant officers' country to A-50-T; and closed and partially secured the W.T.H. in the 2nd deck, frame 40 1/2, starboard side, from, A-117 to A-110. (5) In access hole #4, divers continued burning an access hole in the bulkhead frame 63, starboard side, from B-2 to B-3 on the 1st platform level. (6) In access hole #7, divers closed and secured two W.T.H.'s in the 2nd deck, frames 95 1/2 and 103 1/2, from C-113 to D-109, starboard side. (7) Pacific Bridge Company Installed #15 anchor-arm assembly; continued constructing a concrete form and pumping water in the south excavation; excavating in the anchor rod trenches of north excavation; removing the sand and coral core from quay F-11-N; and installing a cofferdam on the keel of the Utah from frame 69 to frame 101.

ARIZONA (1) Diver began removing set screws in elevating screw pins, turret #2. Removed one set screw and started one pin. Obstructions which hinder use of tools will have to be cut off. (2) Diver continued cutting out magazine door frames aft. Two door frames remain, both partially cut. (3) Continued cutting up scrap steel for removal from skip. None removed.

11 June, 1943

DORSEY Completed and departed.

CROWNBLOCK Completed and departed.

HUTCHINS Docked Floating Dry Dock YFD2.

YSD55 Undocked Marine Railway, went to Berth 5.

TRACY Docked; Marine Railway.

HORACE
GREELEY Arrived Pier OB DD#2.

12 June, 1943

OKLAHOMA (1) Divers completed the cutting of pump access hole at 2nd platform, frame 56 1/2. Cleared ladder, electrical cables and loose debris which might foul pump. Burned obstructing ventilator pipe in trunk C-24 at 2nd deck. Burned hinges from door 1-85-292 which were bent in such a position as to prevent closing. (2) Continued intermittent pumping of leakage from forward section. Completed burning of pump access hole port side, boat deck, frame 81 1/2. Provided pump supports for 8" deep well electric pumps #12 and #14. Closed off door on out-board bulkhead of aviation shop (frame 88, main deck, which isolates pump hole on main deck. Shortened 8" deep well electric pump from 43'-10" to 23'-10" to be used as #12. (3) Pacific Bridge continued dredging under starboard side at frames 73-78. Diving progress on port side continued as follows: N.Y.P.H. divers cutting damaged blister at frame 86, Pacific Bridge divers cutting damaged blister at frames 37 and 50-60, jetting mud from behind blister at frame 65. Removed section of 3rd deck lying loose on the blister at frame 63 of approximately 8'0" x 30'0".

UTAH (1) Completed moving the machinery and equipment from YS88 to the YC479. (2) Continued skimming fuel oil and water from the various access holes. (3) Completed installing the hatch and protector ring in #5 access hole. (4) In access hole #3, divers completed securing closed the hatch in the 2nd deck, starboard, frame 40 1/2 from A-117 to A-110. (5) In access hole from B-2 to B-3, frame 63, starboard side, on the 1st platform level. (6) Pacific Bridge Company continued constructing a concrete form in the south excavation anchorage for #13 and #14 anchor arm assemblies; continued pumping water from the south excavation; continued excavating in the north excavation; and continued installing a cofferdam on the keel of the Utah from frame 69 to 101.

ARIZONA (1) Diver cutting away obstructions which hinder use of wrench to remove elevating screw pins. (2) Diver completed cutting out magazine door frames. These will be removed the crane is available. (3) Continued cutting up scrap steel for truck handling. None removed from ship.

SANGAY Arrived for repairs, Berth 3.

CHEW Completed and departed.

YF262 Completed and departed.

YSD55 Completed and departed.

13 June, 1943

UTAH
Cont'd removing the ballards from the quay F-11-S by dynamiting; continued pumping water from the south excavation; continued excavating in the north excavation; and continued installing a cofferdam on the keel of the Utah from frame 69 to frame 60 to frame 101.

ARIZONA (1) Diver cutting to free rear plate, turret #2 for lifting. Diver tried to back out one elevating screw pin. Pins are evidently bound by weight of guns so it will be necessary to use crane or chain fall to relieve the pins of this weight. (2) Diver cutting on conning tower structure aft turret #2.

U.S.S. HUTCHINS Undocked Floating Drydock YFD 2, went to
(DD476) B-21 for completion.

USS YT325 Arrived B-17 1/2.
(Ex-MAMO)

USS PIKE Completed and departed.
(S5173)

USS PC 596 Completed and departed.

14 June, 1943

OKLAHOMA

(1) Divers secured slings and aided in removal of forward armored hatches in trunk C-25 and removed one section of ladder used previously when ship was in 151° position. Guided 10" deep well pump in trunk A-40 to bottom in A-22. Assisted as required to set wooden hatch cofferdams at frame 98 and 114 port side. (2) Continued intermittent pumping of forward section (0-30). Set in place 10" deep well pump at frame 56 1/2 down to hold in A-22, 8" pump to 3rd deck at frame 81 1/2 port complete with discharge pipe, and 8" pump to 3rd deck at frame 86 1/2 port side. (3) Pacific Bridge Company suspended operations this date (Sunday) except to furnish crane Service. N.Y.P.H. divers continued cutting blister wreckage at frame 88.

UTAH (1) Continued securing and installing #5 and #7 airlocks. (2) Continued skimming fuel oil and water from the various access holes. (3) In access hole #1, divers completed cutting an access hole through the platform at frame 15 1/2, starboard, adjacent to the centerline from A-5 to A-24; opened and secured the W.T.D at frame 15 centerline, between the 1st and 2nd platforms from A-24 to A-23; opened and secured the W.T.H. in the 1st platform, frame 14 1/2, centerline from A-23 to A-46; opened and secured the W.T.D. between the 3rd deck and 1st platform at frame 14 1/2, starboard side from A-46 to pump room. (5) In access hole #2, divers inspected, found open and secured the two W.T.H's in the 2nd platform as follows: Frame 22 starboard side, from A-25 to A-9; frame 23 1/2, starboard side, from A-25 to A-7. These divers also opened and secured the W.T.D. between the 1st and 2nd platforms frame 22, port side from A-25 to A-25-E, opened and secured the W.T.H. in the 2nd platform, port side, frame 21 1/2, from A-25-E to A-8. (6) In access hole #3 divers completed burning an access hole in the bulk-head, frame 41, port side, between the 3rd deck and 1st platform from the trunk into A-64-P; opened and secured the W.T.D. frame 41 1/2, port side, between the 3rd deck and 1st platform, from A-64-P to A-63; opened and secured the W.T.D. at frame 46, from A-63 to B-5-1-C, starboard side; removed the air test cap from the bolted plate in the 1st platform, starboard side, frame 49 1/2, outboard, from B-5-1-C to B-1-3-F. (7) Pacific Bridge Company suspended operations for the day (Sunday).

ARIZONA (1) Diver removed one elevating screw pin, turret #? Weight as removed from pins by lifting gun muzzles crane. (2) Continued cutting up scrap steel for removal from ship. None removed.

15 June, 1943

UTAH 3rd deck and 1st platform in the bulkhead frame
cont'd 21 1/2 ports from A-49 to A-70-P; starboard, frame
21 1/2, from A-49 to A-70-S. Opened and secured the
following W.T.D.'s between the 3rd deck and 1st plat-
form: Frame 21 1/2 from A-51 to A-49 and frame 22 from
A-51-A-49. Opened and secured the W.T.D. between the 2nd
and 3rd decks, port, frame 21 1/2, from A-50-T to wire
mesh enclosure of A-104. Found open and secured the
W.T.H. in the 3rd deck, port, frame 21 1/2 from A-50-T
to A-51. (5) In access hole #3, divers removed bolted
plates in the first platform, starboard, frames 46 1/2
and 54 1/2, from B-5-1-C to B-1-5-V and from B- 5-1-C to
B-1-6-V; removed air test caps from bolted plates
in the 1st platform, starboard, frame 50 1/2, from B-5-1-C
to B-1-1-F; cut a 3" hole through the bulkhead, frame
54 1/2, outboard from B-5-1-C to B-2; cut a 3" hole
through the bulkhead, frame 54 1/2, starboard, inboard
from B-5-1-C to starboard B-2, blowroom. (6) Pacific
Bridge Company completed pouring concrete in anchorage
for #13 and #14 winches and continued removing fittings
from quay F-11-S, pumping south excavation, and in-
stalling cofferdam on ship.

ARIZONA (1) Divers tried to remove remaining elevating
screw pin, turret #2. Unable to use wrench to turn
this pin. Holes in pin will be tapped and four studs
inserted so that a bar may be used to remove pin.
(2) Diver cutting on remaining corner of conning
tower structure, abaft turret #2.

WAMPATUCK Docked Marine Railway.
(YT337)

HALAWA Arrived berth 2.
(AOG12)

HADDOCK Completed and departed.
(S 5231)

TRACY Completed and departed .
(DM19)

JOHN RODGERS Completed and departed .
DD574)

MAKAWELI Completed and departed .

ONTARIO (AT13) Completed and departed .

PIKE (SS173) Arrived Berth 1.

BENNETT (DD473) Completed and departed.

16 June, 1943

OKLAHOMA (1) Divers cleared strainers on the gasoline pumps in the after section of the ship and commenced cutting away damaged ventilation trunk above main deck at frame #9, port side. In trunk C-25, removed ladder between 1st and 2nd platforms and cut away section of grating at 1st platform to clear for pump installation. Cut drainage hole from C-7 to C-1. (2) Continued intermittent pumping forward of frame 30 and pumping of section aft of frame 115. Commenced erection of foundation for pump #15. Placed 3 sections floating walkway from quay F-5-S to ship. (3) Pacific Bridge Company completed dredging on starboard side of the bow, and continued soil removal under the ship at frames 86-90 starboard. P. B. Co., divers, assisted by Yard Civilian divers, operated in way of damage on port side as follows:

- (a) Removed section of damaged blisters, frame 87.
- (b) Continued cutting away wreckage at frames 40 and 52.
- (c) Used water jet and air lift pipe to remove mud from wreckage at frames 55-60 and 82-85.

UTAH (1) Continued installing #5 airlock,
(2) Divers completed work in hole #2 and moved the diving equipment to access hole #4. (3) In access hole #3, divers removed bolted plates in the 1st platform, frame #49, starboard from B-5-1-E to B-1-1-F. (4) Pacific Bridge Company installed anchor arm assemblies #15 and #16 and began setting the concrete forms for this section of anchorage; continued pumping water from the south excavation; continued preparing to remove quay F-11-N; and continued installing a cofferdam on the keel of the UTAH from Fr. #69 to #101.

ARIZONA (1) Divers tapped out holes in elevating screw pin, turret #2 and inserted four bolts for turning pin. (2) Diver continued cutting loose rear plate for removal, turret #2. (3) Diver cut loose remaining section of conning tower supporting structure. This was lifted out and placed on concrete mooring F-7-N.

17 June 1943

UTAH Found open and secured the following W.T.D.'s between the 3rd deck and 1st platform:
Frame 45, starboard, from A-63 to starboard dynamo trunk; frame 46, port, from A-64-P to B-1-E. Closed and secured the W.T.D. at frame 46, starboard, between the 3rd deck and 1st platform, from A-63 to B-5-1-C. Opened and secured the W.T.D.'s between the 3rd deck and 1st platform as follows: Frame 46 1/2, port, from B-1-E to B-28; frame 49, port, from B-1-E to charging panel room; frame 48 1/2, port, from charging panel room to the battery room; frame 49 1/2, port, from B-1-E to B-1; frame 51 1/2, port, from B-1 to the electrical storeroom. (6) In access hole #4, divers began securing the ammunition hoist between the main and 2nd deck, starboard side, frame 70. (7) Pacific Bridge Company continued removing quay F-11-S, completed concrete forms for #15 and #16 anchorage, continued excavating in the north location, continued pumping water from the south anchorage excavation, and completed installing the cofferdam on the keel of the UTAH from frame 69 to 101. When pumped down by Pacific Bridge Company, cofferdam collapsed between the frames 85 and 101 and must be re-erected.

ARIZONA (1) Divers removed remaining elevating screw pin in turret #2, and lowered gun muzzles to extreme angle of depression. It is planned to secure guns in this position with wire rope while measurements are taken and shoring is being installed.

CAMANGA (AG42) Arrived Berth 17 for collision repairs.

WAMPATUCK (YT337) Undocked Marine Railway, went to Berth 6.

SC 628 Arrived and docked Marine Railway.

MANUWAI (YFB16) Arrived berth 1 prior to docking.

SOUTHARD (DMS10) Arrived Berth 6.

18 June 1943

OKLAHOMA (1) Divers cleared opening at hatch 1-114-144 for deep well pump installation; opened and installed W.T. wood covers in 3 airports on port side of D-113 that were leaking; installed W.T. covers in airports at frames 84, 85, 86 on port side of 2nd deck; measured ventilation opening in main deck, frame 109, port side, for closing patch. (2) Continued intermittent pumping forward of frame 30. Leakage through bulkhead 30 has increased somewhat. Installed foundation for pump #17 and started construction for #16. Modified supports for #9 and #10. (3) Pacific Bridge Company divers (3), assisted by Navy Yard civilian divers (2), performed the following work on port side in way of damage:

- (a) Between frames 50-60 removed structural wreckage consisting of 1 - 30 ft. section of blister top, 1 - 8'x8' section of blister shell, and 4 sections of blister framing.
- (b) Continued cutting wreckage between frames 55 and 60.
- (c) Continued removing mud from wreckage at frame 65.
- (d) Continued cutting projecting wreckage at frames 80-85, port side.

UTAH (1) Began removing "G" strake of blister plating, starboard side, from frame 42 1/2 to frame 48. (2) Completed installing the pipe connections to #5 airlock. (3) In access hole #1, divers drilled three 3/8" air holes through the 1st platform, port, between frames 15 and 17, from A-24 to A-48-P; cut a 3" air hole through the bulkhead, frame 15, between the 3rd deck and 1st platform, on the starboard outboard side from A-45 to a-48-S; burned a 3" drain hole through the bulkhead, frame 15, on the starboard outboard side, from A-100 to A-103; drilled one 3/8" drain hole through bulkhead, frame 6, between the 2nd and 3rd deck on the port outboard side, from A-100 to A-44; closed and secured the W.T.D. between the main and 2nd decks, frame 14 1/2, starboard, from A-116 to A-101; closed and secured the W.T.H. in the 2nd deck, starboard, frame 18 1/2, from A-103 to A-116. (4) In access hole #3, divers opened and secured the bolted plate and manhole in the first platform as follows: at frame 49 1/2, from B-1 to B-1-2-F and at frame 54 1/2, from B-1 to B-1-6-V.

18 June, 1943

UTAH Removed air test caps from bolted plates in the 1st platform, port side as follows: frame 49 1/2, outboard from B-1 to B-1-4-F; frame 53 1/2, outboard from B-1 to B-1-4-F. Burned a 3" air hole through the bulkhead frame 54 1/2 between the 3rd deck and 1st platform, port, inboard from B-1 to B-2-P (blower room). (5) In access hole #4, divers secured the starboard side of the ammunition hoist, frame 70, between the main and 2nd decks; completed disengaging the counter-balancing attachment on the armored hatch in the 2nd deck, frame 54 1/2 centerline, from B-100-2 to 2nd deck passageway; and opened and secured the two airlock doors between the 3rd deck and 1st platform, port side, frame 55 1/2 and 56 in B-2 port blower room. (6) Pacific Bridge Company poured 325 cubic yards of concrete in #15 and #16 anchorage location; removed the wreckage of the cofferdam on the keel of the UTAH from frame 85 to frame 101; continued removing quays F-11-N and F-11-S; and pumping water from the south anchorage location.

ARIZONA (1) In turret #2, divers removed part of counter-balance mechanisms projecting beneath guns to provide clearance when guns are backed out of slides, Will take measurements for shoring today. Removed debris from gun pit to clear space for shoring. (2) Removed and delivered to berth #5, three counter recoil differential cylinders from turret #2.

SC 636 Arrived Berth 20 for repairs.

OSCEOLA Arrived berth 14 for main engine overhaul.

LARDNER (DD487) Completed and departed.

19 June 1943

OKLAHOMA (1) Divers commenced unbolting port boat stowages on main deck aft and washing away mud to complete survey of deck for tightness. Manufactured bolted patches for ventilation holes at frames 109 and 110, port side, and installed the patch at frame 109. (2) Continued intermittent pumping forward of frame 30 and stopped leakage through starboard side of bulkhead 30 on main deck. Continued construction of foundation for pump #16. (3) Pacific Bridge Company divers, assisted by Navy Yard divers, continued operations on port side in way of damage as follows:

- (a) Continued cutting away damaged blister structure at frames 43-44, 55, and 80-85.
- (b) Continued removal of mud from wreckage between frames 60 and 70.
- (c) Recovered tail section of torpedo underwater at about frame 58, port side. Delivered to Bomb Disposal Unit.

UTAH (1) Continued removing blister plating frames 42 1/2 to 480 starboard, in preparation for eventual connection of backstays to longitudinal bulkhead in blister. (2) In access hole #3, divers cut a 3" hole close to 3rd deck through bulkhead 54 1/2 on port side between 3rd deck and 1st platform from Electrical Storeroom into B-2 port; closed door in bulkhead 46, port, from A-64-P to B-1-E between 3rd deck and 1st platform; opened doors between 2nd and 3rd decks as follows: At frame 46 1/2, port, from B-100-1 (passage) to B-100-1; at frame 47, port, into Radio Battery Room; and through bulkhead 46, port, from dynamo trunk into B-100-1 (to be closed later). (3) In access hole #4, divers completed closing ammunition hoist between main and 2nd decks, starboard, frames 69-70 in B-116. (4) Pacific Bridge Company completed pouring concrete for #15 and #16 winch anchorage; continued work on removing quays F-5-N and F-5-S; and pumping of south anchorage excavation.

ARIZONA (1) Diver resumed cutting loose rear plate, turret #2. Began shoring top of slides to prevent guns moving in depression. (2) Diver clearing area in rear of turret #2 for backing out guns.

20 June 1943

UTAH

Cut 3" vent hole in the outboard bulkhead of B-101-1 at frame 52 into B-100; a 3" drain hole through the center line bulkhead at frame 53, from B-101-1 into B-100-1; and a 3" drain hole through the port bulkhead at frame 53, from Radio Workshop into B-100. Closed the door in bulkhead #46, starboard, between 2nd and 3rd decks from B-101-1 into starboard dynamo room trunk. (6) In access hole #4, divers cleared the ladder from hatch in 2nd deck at frame 54 1/2, C.L., in preparation for closing hatch. (7) Divers commenced detailed survey of damage on port side, frames 52-64. (8) Pacific Bridge Company continued removing quays F-11-N and F-11-S and rebuilding of cofferdam on bottom of ship, frames 85-101, port; installed anchor rod assemblies #11 and #12 and continued pumping in south anchorage excavation.

ARIZONA

(1) Diver completed cutting loose rear plate, turret #2, for lifting. Loosened plate with jacks. Began cutting and installing shoring under slides with help of diver.

KILAUEA

Arrived GD2.

SOUTHARD (DMS10)

Completed and departed.

BEALE (DD471)

Completed and departed.

BENNETT (DD473)

Arrived Berth 12 1/2.

21 June 1943

OKLAHOMA (1) Divers assisted in installing deep well pumps #9 and #16 and continued jetting mud from main deck aft at frames 86-95, port side. (2) Continued intermittent pumping forward of frame 30. Installed pumps #9, 15, 16, 17, and 18 and strengthened foundations as required. (3) Pacific Bridge Company suspended operations for the day (Sunday), except to furnish crane service for installing pumps. Yard civilian divers continued cutting damaged blister structure at frame 88, port side.

UTAH (1) Completed installation of #5 air lock. (2) Continued removing F and G strake blister plating, frames 76-84, starboard. (3) YSR8 (Floating Sheeler System) continued cleaning starboard wing F.O. tank C-87-1-F in preparation for welding backstay connections. (4) In access hole #3, divers closed door in bulkhead 46, port, between 2nd and 3rd decks from port dynamo trunk to B-100-1; removed ladder to clear access opening in grating in 1st platform, port, at frame 45 1/2 from port dynamo trunk into A-19; opened door between 2nd platform and inner bottom at frame 45 1/2, port, from A-19 into A-20-P. (5) In access hole #4, divers commenced closing armor hatch in the 2nd deck, frame 53 1/2-54, on C.L. (6) Divers continued survey of damage at frames 55-68 on port side of ship. (7) Pacific Bridge Company suspended operation for the day (Sunday), except to begin removal of water line from quay F-11-N to shore utilizing Construction Battalion enlisted divers.

ARIZONA (1) Attempted to remove rear armor plate of turret #2 previously cut free of side armor and turret overhang. Rear plate was apparently binding underwater in structural wreckage. Rigged tackles and pulled top of plate aft about 6". Will attempt another lift today.

22 June 1943

OKLAHOMA (1) Divers continued removal of mud from port side of main deck aft, frames 85-90, and completed inspection and started work preliminary to installation of cofferdam on damaged portion of bulkhead #85. (2) Continued intermittent pumping forward, of frame 30. Commenced installation of guy wires to foundations for pumps #15, 16, 17, and 18. Closed hatch 1-120-150. Commenced clearing debris from superstructure deck. (3) Pacific Bridge Company continued setting timbers on superstructure deck projecting over the port side to support patch. Pacific Bridge Company divers, assisted by Navy Yard civilian divers, continued cutting damaged blister structure on port side at frames 75-80, 44, 55, and 60. Two divers worked on night shift.

UTAH (1) Continued removing starboard blister shell plating in G and F strakes, frames 75-84 1/2. (2) In access hole #3, divers opened manhole between 2nd platform and inner bottom at frame 43 1/2, port, from A-20-P into A-21-P-V. Diving casualty to Cary, T.H., SF1/c, is being handled separately. (3) in access hole #4, divers continued closing armor hatch in 2nd deck, frame 54 on C.L. (4) Divers continued survey of damage on port side, frames 52-64. (5) Pacific Bride Company continued installation of cofferdam on ship; installed forms for concrete at anchor rod assemblies #11 and #12, and continued pumping in the south excavation.

ARIZONA (1) Removed rear plate from turret #2 and diver continued installation of shoring under slides.

SAN PABLO (AVP30) Arrived Berth 17 for repairs.

SC 636 Docked Floating Drydock YFD#2.

KILAUEA Docked Floating Drydock YFD#2.

WASHINGTON (BB56) Undocked DD#2, went to Berth 16 for completion.

GULF WAVE (WSA) Docked DD#3.

ANTHONY (DD515) Completed and departed.

SC723 Arrived Berth 20 for repairs.

SC725 Arrived Berth 20 for repairs.

YP241 Completed this date.
(new construction)

23 June 1943

OKLAHOMA (1) Divers continued removal of mud from port side of main deck, frames 85-90 by means of water jet and air lift pipe. Welded eyebolts to bulkhead 85; constructed form for concrete patch; and commenced installation of form. (2) Continued intermittent pumping forward of frame 30. Operated pumps 16 and 17 for test and constructed working platforms. Continued installation of guy wires on pump foundations. (3) Pacific Bridge Company commenced removal of 3" wire rope pendants #11 and #12 connected to side of ship. Continued erection of timbers to support main cofferdam patch. Pacific Bridge divers, assisted by Navy Yard civilian divers, operated in way of damage on port side as follows:
(a) Surveyed side and bottom of ship under turn of bilge to obtain information for design and installation of main cofferdam patch, about frames 46 to 72.
b) Continued cutting away wreckage at frames 43, 47, and 75-81. Removed various pieces of damaged structure. Night shift divers worked at frame 43.

UTAH (1) Completed testing #5 airlock. (2) Continued removal of blister shell plating in "G" and "F" strakes, frames 70-84 1/2. (3) In access hole #4, divers completed closing of armor hatch in 2nd deck frame 54 on C.L., thus completing diving operations in this hole. Commenced installing hatch in bottom of ship. (4) Pacific Bridge Company continued installation of cofferdam on bottom of ship between frames 95 and 101; continued erection of forms for pouring concrete anchorage for #11 and #12 winches; and continued pumping in south anchorage excavation.

ARIZONA (1) Continued shoring up slides, turret #2, preparatory to removal of guns. These 12 x 12 shores are weighted with approximately 300 lbs. of steel plate and are being put in place by divers.

MALANAO (AG44) Completed and departed.

HORACE GREELY Completed and departed.
(WSA)

KALOLI (A0013) Arrived for pump repairs.

PC583 Completed and departed.

24 June 1943

OKLAHOMA (1) Divers cut holes in bulkhead #85 for hook bolts to hold form for concrete patch. Made up nozzle in preparation for continuing washing of mud from main deck aft. Group #2 Divers spent afternoon at Submarine Base receiving instruction in diving practices. (2) Removed debris and scrap metal from ship and barges alongside. Continued intermittent pumping forward of frame 30. Manufactured wire rope pendants for securing pumps. (3) Pacific Bridge Company continued work on disconnecting

#11 and #12 sets of 3" wire rope pendants from starboard side. On port side, Pacific Bridge Company divers, including two on night shift, and yard civilian divers performed work as follows in way of damage:

- (a) Cutting away damaged blister structure, frames 70-75.
- (b) Cutting and making connections for removal of a large portion of wreckage, frames 50-65.

UTAH (1) Continued removing "G" and "F" strakes of the starboard blister plating. (2) In access hole #1, divers removed three coils of 6", two coils of 4" and five coils of 3" manila line from A-45 between the 3rd deck and 1st platform, frames #11 to #15, in order to gain access from A-45 through the arch at frame #11 at centerline, (3) In access hole #3, divers opened and secured W.T.D's between the 3rd deck and 1st platform as follows: Frame #41 1/2 port side, from A-64-P to A-65-P; Frame #41 1/2 port side from A-65-P to A-66-P. Inspected and found secured closed the ammunition hoist between the 3rd deck and 1st platform in A-60-M-P, Frame #39 1/2. (4) Pacific Bridge Company began pouring Tremie concrete in section/ 7 of anchorage for #9 and #10 winches; continued pumping water from the south anchorage excavation; continued installing a cofferdam on the starboard after blister on the ship; and excavated in the north anchorage excavation.

ARIZONA (1) Divers completed placing the four 12"x12" timber shores under the slide in turret #2 and made preparations for installation of timber bracing. Checked location and out underwater wreckage aft of turret #2.

24 June 1943

HUTCHINS (DD476) Completed and departed.

BENNETT (DD473) Completed and departed.

RELIANCE (CGC) Completed and departed.

SAN PABLO (AVP30) Completed and departed.

PIKE (SS173) Completed and departed.

S-38 (SS143)
Arrived and docked Drydock #2.

25 June, 1943

OKLAHOMA (1) Divers set from for concrete patch in place at bulkhead 85; templated for fit of bottom to deck; and removed for modification. (2) Continued intermittent pumping forward of frame 30. Commenced construction of walkway from vegetable locker aft to turret #4. (3) Pacific Bridge Company removed #11 pendants and continued removal of #12 Pendants. Pacific Bridge Company divers and Yard civilian divers accomplished the following in way of damage on port side:-
(a) Surveyed damage between frames 53 and 65.
(b) Cutting damaged structure for removal at frames 49-55, 55-60, and 71-75. Removed sections of wreckage at frames 55-60 and 71-75.

UTAH (1) Began construction of small cofferdam 24' long on the starboard to permit the removal of "G" strake at frames 67-75. (2) The YSR-8 (Floating Wheeler) arrived at 1130 and began cleaning F.O. tank #B-71-3-1. (3) Continued removing "F" and "G" strakes from the starboard blister. (4) Continued installing a W.T.H. in #4 access hole. (5) In access hole #1, divers removed 3000' of manila line from A-45, between the 3rd deck and 1st platform, frames #11 to 15, port side. (6) On the port blister, frames 55 to 84, divers continued survey of the torpedo damage. (7) On the starboard side, frame 107 1/2, divers continued welding a plate on the scupper opening. (8) Pacific Bridge Company completed pouring tremie concrete for anchorages for #9 and #10 winches; placed the anchor arm assembly #17; continued the removal of quay F-11-N; and continued installing a cofferdam on the starboard side, frames 88-101.

ARIZONA (1) Commenced installation of bracing for shores under slide in turret #2, using two divers.

SANGAY (AE10) Completed and departed.

S-38 (SS143) Undocked DD#2, completed and departed.

PC478 (5978) Arrived Berth 15 for repairs and alterations.

PC548 (6048) Arrived berth 15 for repairs and alterations.

MARCASITE (P428) Arrived berth 17 for radio and radar installation.

HUTCHINS (DD476) Arrived Berth 21.

MAMO (YT325) Completed and departed.

26 June 1943

OKLAHOMA (1) Divers reinstalled forms for concrete patch on port side of bulkhead 85. (2) Continued intermittent pumping forward of frame 30; clearing debris from superstructure deck; cutting wreckage on barge into small sections for handling; and continued construction of walkway from vegetable locker to #4 turret. (3) Pacific Bridge Company continued removal of tackles and connections from #11 and #12 winches. Pacific Bridge Company divers and Navy Yard civilian divers accomplished the following operations in way of damage on port side:

- (a) Continued cutting away structural wreckage at frames 65-70 and 50-65. Hauled large section of damaged structure along bottom to about 100 feet away from ship, to clear for installation of patch.
- (b) Continued final survey of damage from frames 43 to 72 to obtain data for the design and installation of the main patch.

UTAH (1) Completed installing a W.T.H. in #4 access hole, frame 56 1/2. (2) Continued removing starboard blister plates "G" and "F". (3) YSR-8 continued cleaning fuel oil tanks B-73-1-F and B-79-1-F. (4) On the starboard side at frame 107 1/2, divers completed welding a plate on the scupper opening. (5) Pacific Bridge Company constructed a concrete form in #17 anchorage; continued removing concrete from the base of the cylindrical pedestal in preparation for removing quay F-11-N; and continued installing a cofferdam on the starboard blister, frames 88 to 101.

ARIZONA (1) Continued cutting and installing 8" x 8" timber braces for shores under slides in turret #2. Shores will be braced on four sides at top and bottom to prevent movement when weight of guns is on shoring. Used two divers.

SC 636 Undocked YFD#2, completed and departed.

KILAUEA Undocked YFD#2, went to Berth 1 1/2 for completion.

KINGFISHER Docked YFD#2.

SC513 Arrived and docked YFD#2.

KALOLI Completed and departed.

CGC TANEY Completed and departed.

27 June 1943

OKLAHOMA (1) Divers continued washing mud off the port side of main deck, frames 86-90, and fitting form for concrete patch at bulkhead #85, port side. (2) Continued intermittent pumping forward of frame 30, and construction of walkway to turret #4 aft. Operated all deep well pumps for test to prevent freezing of bearings. (3) Pacific Bridge Company continued removing wire from #11 winch. Pacific Bridge Company and Yard civilian divers performed work in way of damage on port side as follows:-
(a) Cutting wreckage at frames 71-75 and 43-50.
(b) Making survey at bottom of armor, frames 70-79. Mud must be removed, but present indications are that shell plating has been pushed in below armor.

UTAH (1) Began installing an airlock on #4 access hole. (2) Continued removing the starboard blister strakes "F" and "G". (3) Continued skimming fuel oil and water from the various access holes. (4) In access hole #1, divers removed two 600' lengths of 3" manila line from A-45, between the 3rd deck and 1st platform. Also in this compartment in the bulkhead at Frame #6, divers drilled one 3/8" vent hole, (5) On the port blister, frames #55 to 84 divers continued survey of the torpedo damage. (6) Pacific Bridge Company poured 260 yards of Tremie concrete in #17 anchorage, continued preparing the cylinder base of quay F-11-N for the dynamite removal charge, and continued installing a cofferdam on the starboard side, frames 88-101.

ARIZONA (1) Continued bracing shores under slide in turret #2 according to plan. Used two divers in above work.

YO21 Arrived Berth 4.

GRAYSON Completed and departed.

SC723 Completed and departed.

SC725 Completed and departed.

28 June 1943

OKLAHOMA (1) Divers completed installation of form for concrete patch on port side of bulkhead 85 and continued washing mud from port side of main deck, frames 87-95. (2) Continued intermittent pumping forward of frame 30; construction of walkway aft to turret #4, and test operations of pumps. (3) Pacific Bridge Company suspended operations for the day (Sunday). Due to lack of hydrogen production, Yard civilian divers were unable to continue cutting damaged blister structure.

UTAH (1) Continued removing starboard blister strakes "F" and "G". (2) The YSR-8 resumed cleaning the starboard fuel oil wing tanks. (3) In access hole #1, divers drilled one 3/8" vent hole in the transverse bulkhead, frame 6, between the 3rd deck and 1st platform, near the centerline, from A-45 to A-44, and drilled two 9/16" drain holes in 1st platform, frame 18 1/2, 5' inboard of hall, port side from A-24 to A-48-P. (4) On the port blister, divers continued surveying the torpedo damage, employing an air lift pipe to remove soil to expose some of the damaged area. (5) On the starboard side, after section, frames 104 and 106 1/2, a diver inspected the welded plates over the scupper openings. (6) Pacific Bridge Company operated the crane and air lift pipe on portside in exposing the damaged area on the starboard blister. Otherwise suspended operations for the day (Sunday).

ARIZONA (1) Divers continued bracing shores in turret #2. Each timber must be cut and weighted so divers can handle it under water, Used two divers.

SUNNADIN Arrived for repairs.

YG15 Arrived and hoisted out, Berth 12

CHEW Arrived for overhaul.

ETAMIN Arrived, berth 2.

29 June 1943

OKLAHOMA (1) Divers placed small extension patch on the inboard end of cofferdam form on port side of bulkhead 85; removed damaged ventilation trunk above main deck, port side, at frame 100, and installed patch to close hold; and commenced survey of loose wreckage outboard of ship preparatory to removals or cutting operations to obtain minimum clear depth of water of 40 feet. (2) Continued intermittent pumping forward of frame 30, and continued test operations of other pumps. Completed walkway aft and continued clearing debris from superstructure deck. (3) Pacific Bridge Company completed removal of wire from winches #11 and #12. Pacific Bridge Company divers and Navy Yard civilian divers operated as follows on port side in way of damage:

- (a) Cutting away structure at frame 75 to allow inspection to determine necessary length of cofferdam patch.
- (b) Cutting away damaged blister at frames 43 and 65.
- (c) inspected damage at frame 90.

UTAH (1) At about 1430 tide + 1.9), established bench marks in the location and elevation as follows: B.W.#1 the upper forward part of the paravane fin, elevation 109. B. M.#2 at frame 50 on the starboard docking keel, elevation 113.14; B.M.#3 at frame 50 on the keel, elevation 103.07; B.M.#4 on the forward end of the starboard after bilge keel at frame 80, elevation 110.90. (2) Continued removing "F" and "G" starboard blister strakes. (3) Continued altering and preparing an airlock for #4 access hole. (4) In access hole #1, divers drilled a 3/8" vent hole through the centerline bulkhead, frame 15 1/2, between the 2nd platform and the hold, from A-5 to A-6; drilled a 3/8" vent hole through the bulkhead, frame 15, between the 2nd platform and hold, 1' to starboard of centerline from A-5 to A-3; and out a 3" diameter hole for drainage through the first platform at frame 18 1/2, 5' from the port outboard bulkhead, from A-24 to A-60 (5) On the port blister, frame 44 to 88, divers continued surveying the torpedo damage. (6) Pacific Bridge Company began constructing concrete forms for winch foundations #9, #10, and #11; continued installing a cofferdam on the keel from frames 69 to 101; and continued preparing the base of F-11-N for removal by blasting.

ARIZONA (1) Divers continued bracing shores in turret #2 in preparation for removal of guns.

ARGONAUT Undocked Floating Drydock YFD2, went to Berth 1 for completion.

WALNUT Arrived Berth 6 for repairs to W.E.A. sound equipment.

30 June 1943

OKLAHOMA

(1) Divers located split in port side or main deck, frames 90-95, and prepared to install patch. Continued survey of wreckage on bottom outboard of the ship. (2) Continued intermittent pumping forward of frame 30 and constructing working platforms at pumps. Also commenced fabrication of discharge pipes for pumps not already so fitted. (3) Pacific Bridge Company commenced reeling wire rope pendants from #11 and #12 winches for use elsewhere. Commenced erection of girder for use in placing the main cofferdam patch on port side, frames 48-68. (4) Pacific Bridge Company and Yard civilian divers continued operations on port side in way of damage as follows:

- (a) Cutting away wreckage at frames 42, 50, and 74.
- (b) Using water jet to remove mud below armor at frames 74-76.
- (c) Surveying damage at frame 90.

UTAH

(1) Continued removing "F" and "G" starboard blister strakes. (2) Continued altering and preparing an airlock for #4 access hole. (3) In access hole #1, divers cut one 3" drain hole from A-24 to A-22, through the bulkhead, frame 15, between the 1st and 2nd platforms, near the 1st platform deck, port side; cut one 3" drain hole through the bulkhead, frame #6, between the 2nd and 3rd decks, 1 ½ feet from the port bulkhead near the 2nd deck, from A-100 to A-44; cut one 3" drain hole through the bulkhead, frame #15, between the 2nd platform and the inner bottom, 5" from the C.L., near the 2nd platform, from A-5 to A-3. (4) On the port blister, frames 44 to 88, divers continued surveying the torpedo damage. (5) Pacific Bridge Company continued constructing concrete forms for winch foundations #9, #10, #11; continued drilling a cofferdam from frames 69 to 101 on the ship's keel; and continued drilling holes for blasting in the base of F-11-N.

ARIZONA

(1) Divers spent the day inspecting and cutting underwater wreckage aft of turret #2 to insure clearance for removal of guns. Used two divers.

ENTERPRISE (CV6) Completed and departed.

PC-549 Arrived Berth 15 for repairs.

YW-23 Arrived Berth 3 for installation of CO₂ Fire Extinguishing System in Pump room.

SC 628 Completed and departed.

1 July, 1943

OKLAHOMA (1) Divers commenced manufacture of patch to cover hole in main deck aft on port side. Making preparations to cut drainage hole through bulkhead 60 from A-22 to B-1-P. (2) Continued intermittent pumping forward of frame 30. (3) Pacific Bridge Company divers operated in way of damage on port side as follows, including 2 divers on night shift:

- (a) Cutting blister wreckage at frames 43 and 65.
- (b) Jetting away mud at about frame 76.
- (c) Cutting wreckage and making examinations at about frame 76 to determine proper location for the end of the main patch.

UTAH (1) Began construction of walkway from the after starboard docking keel to #7 air lock. (2) Began installing a 2'x24' cofferdam on the starboard blister, frames 75 to 81 to prevent flooding the blister created by the removal of "G" strake. (3) Began installing airlock on #4 access hole. (4)Continued removing "F" and "G" strakes from the starboard blister. (5) On the starboard side, between the main and 2nd decks divers ascertained the dimensions of three airports at frames 53 ½, 58 ½, and 59 ½ in preparation to installing blank covers. (6) On the port side, divers inspected and charted the torpedo damage in the hole whose approximate center in frame 62 in the blister. (7) Pacific Bridge Company installed two electric pumps in the north anchorage excavation, continued constructing concrete foundation forms for #10, #11, and #12 winches, continued installing a cofferdam on the ship's keel frames 60 to 101, and continued drilling holes for blasting in the base of quay F-11-N.

ARIZONA (1) Divers continued bracing shoring in turret #2 and took soundings aft of turret #2 to determine if section of upper deck will interfere with removal of guns. Only minor wreckage aft of turret extending above upper deck will have to be removed. Used three divers.

CANANGA Completed and departed.

PENSACOLA Undocked Dry Dock #1, went to Berth 21 for completion.

AULICK Undocked Dry Dock #1, went to DG4, to redock 2 July, 1943.

SC513 Completed and departed.

YG15 Placed overboard.

YP108 Arrived Berth 20, for repairs and docking.

OSCEOLA Undocked YFD2, went to Berth 14 for completion.

2 July 1943

OKLAHOMA (1) Divers cut drain hole through bulkhead #60 from A-22 into B-1-P. (2) Continued intermittent pumping forward of frame 30. (3) Pacific Bridge Company divers, including two on night shift, continued operations in way of damage on port side as follows:
(a) Cutting away damaged structure at frames 43 and 65.
(b) Surveying damage, frames 76-92, to determine size of patch.

UTAH (1) Continued installing an airlock on #4 access hole. (2) Continued installing a cofferdam on the starboard blister frames 68 to 80. (3) Continued removing "F" and "G" strakes from the starboard blister. (4) Continued constructing a walkway to #7 airlock originating at the starboard after docking keel. (5) The Y.S.R.#8 (Wheeler) continued cleaning A-91-1-F. (6) On the port side, frame 94, divers began installing plate covers on the min condenser injection. (7) Pacific Bridge Company continued constructing forms for #11 and #12 concrete winch foundations; continued preparing two pumps in the north excavation for water removal; continued drilling in the base of quay F-11-V for blasting; and continued installing a cofferdam on the ship's keel from frame 69 to frame 101.

ARIZONA (1) Divers continued installing braces for shoring under slides in turret #2, and continued cutting structure aft of turret to clear for removal of 14" guns.

AULICK Docked, floating Dry Dock YFD2.

COCKATOO Arrived at Berth 14.

ETAMIN Completed and departed.

3 July, 1943

OKLAHOMA

(1) Completed and installed patch on split in port side of main deck, frames 91-97. Continued survey of loose wreckage outboard of the ship.

(2) Continued intermittent pumping forward of frame 30. Making up discharge pipes for deep well pumps, and operated all pumps for test.

Commenced manufacture of gear to sweep for loose wreckage outboard of ship to assure 40 feet minimum depth of water at the berth. (3) Pacific Bridge Company divers, operated in way of damage on port side as follows:

(a) Cutting away structural wreckage at frames 46 and 63.

(b) Jetting to clear mud in way of hole at frames 90-94.

UTAH

(1) Constructed a platform on bottom of ship for the installation of welding machines, and continued constructing a walkway from frame 96, starboard, to #7 airlock. (2) Continued removing "F" and "G" strakes from the starboard blister. Completed cofferdam to prevent entrance of water aft due to removal of "G" strake. (3) Completed welding on the airlock on #4 access hole and continued the pipe installation. (4) The YSR-8 (Wheeler) continued washing and skimming the fuel oil tanks adjacent to the starboard blister. (5) In access hole #3, divers burned a 3" drain hole in the inboard corner of the bulkhead in A-113, frame 44, between the 3rd and 2nd decks, starboard, from A-110 to A-113. (6) On the starboard side, divers removed the scupper lip at frame 24 and began installing a plate over the opening. (7) In access hole #1, divers installed an air supply hose from the access hole to A-2, leading through the manhole in the 1st platform at frame 10 1/2, port of centerline, from A-45 to A-2. (8) In access hole #2, divers secured four air bubble sounding holes the following depths below the normal high water level: 3', 6', 10', and 15'. (9) On the starboard side, frame 106 1/2, divers began installing a 1" air hose connection for charging auxiliary air bubble #B-4 between the main and 2nd decks, 8" below the 2nd deck at frame 106 1/2 on the skin of the ship. (10) On the port side of the ship, divers continued inspecting and charting the torpedo damage at frames 64 to 68. (11) Pacific Bridge Company completed constructing the concrete forms for #9 and #10 winch foundations and continued constructing #11 and #12 foundations, installed electric pump #3 in the north excavation, continued drilling in the base of F-11-N for blasting.

3 July, 1943

UTAH and continued installing a cofferdam on the ship's
Cont'd keel from frame 69 to 101 and return to frame 96
on the starboard docking keel, adjacent to the keel.

ARIZONA (1) Divers continued installing braces for shoring
in turret #2 and cutting away wreckage projecting
above upper deck aft of turret #2 to clear for
removal of guns.

INTER-ISLAND Arrived and docked Dry Dock #1.
BARGE #2

MARCASITE Docked Dry Dock #1.

YP108 Docked Dry Dock #1.

PC589 Arrived Berth 13.

YW23 Completed and departed.

ENTERPRISE Arrived Berth 23.

YMS265 Arrived for repairs.

4 July, 1943

OKLAHOMA

(1) Divers continued bottom survey to determine location of loose wreckage away from port side of ship at frames 45-60. Enlarged drainage hole from C-28 to C-4 so that diver could enter C-4, dropped down to hold and closed porthole between C-3 and C-4 which was known to be open. (2) Continued intermittent pumping of forward section (0-30). Assembling discharge pipe and fabricating supports for same. Ran all pumps to check operation. Rigged preliminary sweep for wreckage outboard of ship and tested. Found to be too light and brought up to modify. (3) Pacific Bridge Company continued progress on port side as follows: Cutting away damaged blister at frames 43, 65 and 75.

UTAH (1) Began installing a circular watertight hatch in #3 access hole. (2) Removed the diving platform on #2 access hole and began installing the plate cover. (3) Continued installing the piping on the airlock on #4 access hole. (4) Continued constructing a walkway from the starboard after docking keel to #7 airlock. (5) Continued removing "F" and "G" strikes from the starboard blister. (6) In access hole #1 divers burned a 4" drain hole in bulkhead frame 15, between the 3rd deck and 1st platform, port side, 2" from 3rd deck, from A-45 to A-48-P, and installed four air sounding hoses in the 3', 6', and 10' and 15' level below the high water level. (7) On the starboard side, divers continued installing a blank plate on the scupper at frame 15, and inspected the scupper opening at frame 39, between the main and 2nd decks. Divers continued installing a blank plate on the airport, starboard, at frame 43, between the main and 2nd decks. (8) At frame 106 1/2, between the main and 2nd decks, 8" from the 2nd deck, divers installed an air charging hose for auxiliary bubble #B-4. (9) On the port side from frame 65 to 67 on the blister, divers excavated, exposing the torpedo damage and charted the area. (10) Pacific Bridge Company poured concrete in #9 and #10 winch foundation forms; continued constructing concrete forms for winch foundations #11, #12 and #13; continued installing discharge pipes for three electric pumps in the north anchorage excavation; continued drilling holes in the base of F-11-N for blasting; and completed the cofferdam on the ship's keel from frame 69 to 101 and return on the starboard docking keel to frame 96.

4 July, 1943

ARIZONA (1) Divers continued bracing shores in #2 turret. Used two divers.

GRAYSON Arrived Berth 18.

PC589 Completed and departed.

CRYSTAL Arrived Berth 12 for repairs.

PC597 Arrived Berth 20 for repairs.

PC549 Completed and departed.

ANTHONY Arrived Berth 17 for repairs to F.D. blower.

5 July, 1943

OKLAHOMA (1) Divers continued survey for wreckage out from port side of ship, frame 105 to stern. Being unable to set pump in C-23 due to lack of clearance, diver is cutting obstructing beam on 3rd deck. (2) Continued intermittent pumping of forward section. (0-30). Removed faulty pump at #18 and replaced with one in good working order. Set in place, also, pump, at location #11. Connected discharge pumps at pumps #3, #8, #9, and #11 and #18. Set in place 2 - 100 KW diesel generating sets at frame 74. (3) Pacific Bridge Company engaged in no operation this date (Sunday) other than crane services as required to accomplish above work.

UTAH (1) Began installing a place cover, with the sounding hose attachments on #2 access hole. (2) Removed the diving platform on #1 access hole. (3) Constructed the framework for the canopy on #4 airlock. (4) Constructed a fire alarm signal on the starboard docking keel at frame 60. (5) Connected auxiliary bubble B-4 to the ship's charging line and prepared to test for leaks. (6) Continued removing the starboard blister strakes "F" and "G". (7) Continued constructing a walkway from frame 97, starboard to #7 airlock. (8) In #3 access hole, divers began cutting an access hole between the 1st and 2nd platforms, in the transverse bulkhead at frame 41, starboard side of A-40 passageway to A-19. The hole is 75% complete. (9) On the starboard side at frame 69 1/2, between the main and 2nd decks, 8" below the 2nd deck, divers began installing a charging line for B-3 air bubble. (10) On the starboard side, frame 54, divers continued installing an airport blank on the airport between the main and 2nd decks. (11) On the port blister, divers continued inspecting and charting a cross section of the torpedo damage at frames 64, 65 and 79 1/2.

ARIZONA (1) Divers completed bracing shoring in turre #2. Shores and braces will be given a final check today and divers till resume cutting aft of turret #2 as required for clearance of guns.

WASHINGTON Arrived Berth 16.

ENTERPRISE Departed.

HUTCHINS Completed and departed.

KINGFISHER Completed and departed.

PC598 Arrived Berth 2 for repairs.

??? Completed and departed.

PC478 Completed and departed.

6 July, 1943

ARIZONA (1) Divers made final check of shores and braces in turret #2. Spent day securing all joints and edges.

ENTERPRISE Arrived Berth 3.

TP234 Arrived Berth 6 for repairs.
USAT

YP562 Arrived Berth 6 for repairs.
USAT

PADDLE Arrived and docked Dry Dock#2.

Y030 Arrived Berth 2 prior to docking.

YMS102 Arrived Berth 2 for repairs and docking.

SUNNADIN Completed and departed.

PYROPE Arrived Berth 15.

YMS265 Completed and departed.

7 July, 1943

OKLAHOMA

(1) Divers completed survey of loose wreckage outboard of port side of ship from bow to frame 45. Completed removal of obstructions from trunk C-23, and prepared to cut hole in 2nd platform for installation of deep well pump to C-5. (2) Continued intermittent pumping forward of frame 30. Received 4 anchors and chain, and commenced preparations for mooring ship to hold in position after reflatting. (3) Pacific Bridge Company divers, including 3 on night shift, and Navy Yard civilian divers, performed work on port side in way of damage as follows:

- (a) Cutting away structural wreckage at frames 43, 68 and 75.
- (b) Cutting away damaged blister about 4' below bottom of armor at frames 85 and 87.

UTAH

(1) Installed six welding machines on the platform on frame 25, and began constructing an addition to this platform to accommodate three more banks of arc welders. (2) Began cutting and preparing an airlock for access hole #3. (3) Continued removing "F" and "G" strakes from the starboard blister. (4) Continued constructing a walkway and landing platform from frame 96 to #7 airlock. (5) Completed installing a plate with hose sounding attachments on #1 access hole. (6) Continued installing the piping to charge and exhaust #4 bubble. (7) In access hole #3, divers completed cutting an access hole between the 1st and 2nd platforms, frame 41, starboard, from A-40 to passageway to A-19. (8) On the starboard side, frame 69 1/2, divers completed connecting a charging air hose to auxiliary bubble B-3, between the main and 2nd decks, 2" below the 2nd deck level. (9) On the port side, divers took measurements at frames 53 1/2, 60 1/2 and 73 1/2 to assist in charting the torpedo damage. (10) On the starboard side, divers secured a blank plate on the scupper opening at frame 24 1/2 and inspected for other side openings between frames 77 to 91. (11) Pacific Bridge Company completed construction of #11 and #12 winch foundation forms and began construction of #13 and #14; continued drilling holes in the base of F-11-N for blasting; continued reinforcing the keel cofferdam and installing a cofferdam on the starboard after blister; and began installing the thrust pads for the timber righting bents on the ship's keel.

7 July, 1943

ARIZONA

(1) Divers spent the day cutting wreckage aft of turret #2 which projects high enough to interfere with removal of guns.

ANTHONY

Completed and departed.

PADDLE Undocked Dry dock #2, completed and departed.

YP108 Undocked Dry Dock #1, completed and departed.

MARCASITE Undocked Dry Dock #1, went to Berth 13 for completion.

BARGE #2 Undocked Dry Dock #1, went to Berth 11 for completion.

8 July, 1943

OKLAHOMA (1) Divers drilled vent hole and began cutting pump access hole through 2nd platform in trunk C-23. Made sketch of location of loose wreckage already surveyed outboard of ship, (2) Continued intermittent pumping forward of frame 30. Set two anchors forward, one 30 degrees on each side of bow. Continued making up pump discharge pipes and operated pumps for check test. (3) Pacific Bridge Company divers, including 3 on night shift, and Yard civilian divers, operated in way of damage on port side as follows:
(a) Continued cutting wreckage at frames 43, 68 and 75.
(b) Cutting away damaged blister below armor at frames 85-95.

UTAH

(1) Began installing a W.T.H. in #3 access hole. (2) Completed an addition to the welding machine platform at frame 25, starboard. (3) Continued removing "F" and "G" strakes from the starboard blister. (4) Completed constructing a walkway over water to #7 airlock from frame 96 starboard. (5) On the port side at frame 23, divers began installing a 3/8" plate on the access hole cut between the main and 2nd decks. (6) On the starboard side, divers began installing an air charging hose between the main and 2nd decks, at frame 44-3/4, 8" below the 2nd deck level. (7) On the port blister, divers took measurements at frame 73 1/2 and 67 1/2 to assist in charting the torpedo damage. (8) On the starboard side, divers inspected the scupper openings between frames 104 to 125. (9) Pacific Bridge Company poured concrete in #11 and #12 and continued constructing #13 and #14 winch foundation forms; continued drilling holes in the base of F-11-N for blasting; continued installing a cofferdam on the starboard after blister; and continued installing the thrust pads for the timber righting bents on the ship's keel.

ARIZONA

(1) Using two jacks, broke runs in turret #2 loose in slides and backed out guns approximately 3 inches. (2) Began removing casting at top of front armor plate. Front plate will be removed to allow removal of slides. (3) No diving operations.

9 July, 1943

ARIZONA

(1) Divers cutting wreckage aft of turret #2 to clear area for removal of guns. (2) Continued removing casting from top of front gate of turret #2. (3) Used two divers.

ENTERPRISE Completed and departed.

PC585 Arrived Berth 15 for repairs.

PC597 Completed and departed.

10 July, 1943

OKLAHOMA (1) Divers surveyed 3rd deck in passageway C-100-P and outboard storerooms from frame 73 to 98 and found considerable damage to the deck and bulkheads, indicating that the 3rd deck in this area is not watertight and that there is considerable penetration into the ship of damage from the torpedo hole at about frames 85-95 below armor belt. This hole is being investigated also from outside the ship by Yard civilian divers operating for Pacific Bridge Company. (2) Continued intermittent Pumping forward of frame 30. Operated all pumps for test. Installed 1" wire ropes to secure stern anchors to bitts on main deck aft. (3) Pacific Bridge Company continued installation of I-beams to take weight of main cofferdam patch when installed. P.B. divers, including three on night shift, and Yard civilian divers operated in way of damage on port side as follows:

- (a) Cutting away damage blister structure at frames 44, 68, and 75, and jetting out mud at frame 75.
- (b) Cutting away wreckage at frames 85-95.

ARIZONA (1) Installed the air charging lines to the plates on #1 and #2 access holes. (2) Installed an additional bank of four welding machines on the platform frame #25. (3) Completed removing the upper and lower boundaries of the sea chest enclosure in the starboard blister at frame 72-73. (4) Completed removing "F" and "G" strakes from the starboard blister frame 44 to 88. (5) The Y.S.R.8 (Wheeler) arrived at 0830, 9 July and resumed was in and skimming fuel oil from the starboard wing tanks. (6) Completed installing a W.T.H. in #3 access hole, and preparing an airlock for #3 access hole. (7) On the starboard side at frame 16, divers continued installing a blank on the scupper opening between the 3rd and 2nd decks. (8) On the starboard side at frame 72 1/2 divers caulked the blank on the opening into the blister and continued installing an air charging hose to B-2, between the main and 2nd decks, 8" below the 2nd deck level frame 44-3/4. (9) On the port side, divers made an inspection dive on the torpedo damage to check the accuracy of the charging previously done. (10) Pacific Bridge Company completed concrete forms #13 and #14 and began constructing #15 and #16 winch foundation forms; continued pumping the water from the north excavation; installed #2 anchor arm assembly; continued drilling holes in the base of F-11-V for blasting; continued installing a cofferdam on the starboard blister frames 88 to 101; and continued installing

10 July, 1943

UTAH the thrust pads for the timber righting bents
Cont'd on the ship's keel.

ARIZONA (1) Continued removing casting from top of front
Cont'd plate, turret #2. (2) Divers continued cutting wreckage aft of turret #2 and clearing area of metal previously cut.

LOYALTY Arrived Berth 20.

GULF WAVE Undocked Dry Dock #3, went to Berth 22 for completion.

11 July, 1943

OKLAHOMA (1) Divers assisted in setting pump #10 down trunk C-23. Inspected bottom of harbor outboard of port side of ship at about frame 15 from 20 to 55 feet out from ships and found large mud bank. Soundings will be taken. (2) Continued intermittent pumping forward of frame 30. Operated all pumps for test. Installed pump #10 in trunk_C-23. (3) Continued sweeping of bottom of harbor outboard of port side of ship. Have located and buoyed six obstructions that reduce depth to less than 40 feet for detail examination by divers. (4) Shop 31 (Ordnance) commenced removal of breach mechanism of right gun in #1 turret. (5) Pacific Bridge Company divers, including 3 on night shift, and Yard civilian divers operated in way of damage on port side as follows:
(a) Cutting away wreckage at frames 43, 68 and 75.
(6) Cutting away blister at frame 85.

UTAH (1) Began cleaning interior of starboard blister in preparation for installation of backstay connections. (2) Continued preparing airlock for #3 access hole. (3) Divers commenced operations to install connection for air to air bubble section B-2 through side of ship at frame 44-3/4 between 2nd and main decks. (4) Divers removed scupper casting between 2nd and 3rd decks at frame 16, starboard, in preparation for blanking, and installed bolted cover on airport at frame 59 1/2, starboard, between 2nd and main decks. (5) Divers continued welding patch plate over access hole between 2nd and main decks at frame 23, port; and rechecked certain measurements of torpedo damage holes. (6) Pacific Bridge Company completed pouring winch foundations #13 and #14; continued construction of forms for #15 and #16 foundations; pumping water from north excavation; continued installation of cofferdam on starboard blister, frames 88-101; drilling blasting holes in base of quay F-11-N and welding thrust pads to center line keel plate.

ARIZONA (1) Diver continued cutting wreckage aft of turret #2. Used one diver. (2) Continued removing casting from front plate, turret #2.

TULLIBEE Completed and departed.

YMS118 Arrived prior to docking.

12 July, 1943

OKLAHOMA (1) Divers commenced removing deck planking in way of damage to port side of main deck, frames 86-87. (3) Continued pumping forward of frame 30. (4) Provided additional ventilation for Ordnance personnel working on breeches of guns in turret #2. Commenced manufacture of drip pans for air compressors and removal of debris from weather decks. (3) Yard civilian divers continued cutting away damaged blister below side armor at about frame 85. (4) Pacific Bridge Company suspended operations for the day (Sunday).

UTAH (1) The YSR-8 (Wheeler) completed cleaning the starboard fuel oil wing tanks and the exposed blister compartments. (2) The YSD-55 removed an air compressor from the YC-479 for repairs and installed a replacement compressor. (3) Continued constructing the staging in the starboard blister, below the 1st platform level between frames 44 to 88, and blanking fuel oil tank access holes in B-79-F, frames 69-70, starboard. (4) Continued altering and preparing an airlock for #3 access hole. (5) Divers continued welding patch plate over access hole between 2nd and main decks at frame 23, port side. Continued installing an air charging hose to B-2 through side of ship at frame 44-3/4 between main and 2nd decks. Began installing the W.T.H. in #7 airlock and installed an air pressure gauge line to the ship's hull in this airlock. Continued blanking the following scupper openings: frame 16, starboard, between the 2nd and 3rd decks, frame 39, starboard, between main and 2nd decks, and installing a blank on the airport at frame 58 1/2, between main and 2nd decks. (6) Pacific Bridge Company suspended operations for the day (Sunday.)

ARIZONA (1) Divers continued clearing area aft of turret #2 for removal of 14" guns. Used two divers. Ready to begin removal of guns when crane is available.

BEAUMONT Completed and departed.

C-21369 Undocked Dry Dock #1, completed and departed.

C-21370 Undocked Dry Dock #1, completed and departed.

3-75' FLOATS Undocked Dry Dock #1, completed and departed.

13 July, 1943

OKLAHOMA (1) Divers continued removing deck planking on port side of main deck aft in way of damage at frame 87. Made preparation for use of diving boat in removal or cutting down of loose wreckage outboard of the ship that reduces depth of water to less than 40 feet. Installed buoys to locate such wreckage already found. (2) Continued intermittent pumping forward, and removal of debris from weather decks and scrap metal from barges. Took soundings of mud bank off port side at frame 20 and found minimum depth of water to be 42 feet. (3) Pacific Bridge Company commenced installation of I-beams aft of temporary plate girders to take weight off patch sections. Pacific Bridge Company divers and Yard civilian divers continued operations in way of damage on port side, cutting away wreckage at frames 43, 70 and 75, and cutting through damaged blister at frames 85-95.

UTAH (1) Continued installing staging and access ladders in starboard blister and began sealing on longitudinal bulkhead, frames 84-88, in preparation for welding points of rivets. (2) Installed a second set of four electric welding machines on platform at frame 25. (3) Began installing an airlock on #3 access hole. (4) Divers installed blank plate on airport, starboard, frame 58 1/2, between main and 2nd decks; completed blanking scupper opening, frame 16, between 2nd and 3rd decks, starboard; completed blanking, scupper opening at frame 39, starboard, between main and 2nd decks; and cut away scupper guard at frame 11, starboard, between 2nd and 3rd decks. (5) Divers completed installing W.T. Hatch in #7 airlock, and continued drilling at frame 40 1/2 between the main and 2nd decks, 8" below the 2nd deck level for charging auxiliary bubble Section #B-1. (6) Divers continued welding patch plate on access hole between main and 2nd decks at frame 23 on port side. (7) Pacific Bridge Company continued construction of concrete forms for winch foundations #15 and #16 and began #17; pumping water from the north excavation; drilling the base of F-11-N for blasting; installing a cofferdam frame 101 from starboard blister to the keel and welding, thrust pads for the righting bents on the ship's keel.

ARIZONA (1) Divers continued clearing area aft of turret #2 for removal of guns.

14 July, 1943

ARIZONA

(1) Continued clearing area aft of turret #2 for removal of guns. (2) Diver began investigations forward relative to explosion of magazines to obtain information requested by BuShips.

ENTERPRISE Departed.

15 July, 1943

OKLAHOMA (1) Divers continued removing deck planking in way of damage on port side of main deck at about frame 87. Checked loose wreckage outboard of ship and located smokestack. (2) Continued intermittent pumping forward of frame 30. Made preparations to remove key plates of roof armor on #2 and #3 turrets. Ordnance personnel from X31 continued work on guns in turret #1 and #2. (3) Pacific Bridge Company continued erection of support for patches. Pacific Bridge Company divers (5) and Yard civilian divers continued cutting away wreckage on port side at frames 43, 70, and 75, and cutting into damaged blister at frames 85-95.

UTAH (1) Began establishing the locations of the back-stay connections inside the starboard blister; continued installing the staging and access ladders. (2) Constructed framework for the canopy on #1 airlock, continued welding and piping installation on this airlock. (3) Constructed protecting frames for gauges on charging lines for B-4 and B-3 auxiliary bubble. (4) Divers drilled one 1-3/16" hole for air hose connection for auxiliary bubble B-2 between the main and 2nd decks, frame 44-3/4, starboard, 39" below 2nd deck level. These divers also drilled and chipped a 2" hole in hull in #5 airlock for charging line to M-7 air bubble. (5) Divers completed installing a blank plate on the scupper opening at frame 11, starboard, between 2nd and 3rd decks, and began installing a blank plate on hull opening, 1st and 2nd platforms, starboard, frame 11. (6) Pacific Bridge Company established centerline on ship's hull of righting bent assemblies; poured #15, #16 and #17 winch foundations; continued installing concrete forms for #11 and #12 sections of anchorage; pumping water from the north excavation; drilling the base of F-11-N for blasting (completed the "F" circle); installing a cofferdam from frame 80 to 100, starboard side; and welding thrust pads for the righting bents on the ship's keel.

ARIZONA (1) Diver clearing area aft of turret #2 to frame 60 for removal of guns. (2) Diver cleared debris from hatch in bottom of conning tower central tube. The area below this hatch was found to be so choked with wreckage that the diver could not gain access. Diver began diving on main deck, abreast turret #2, port side, in an attempt to gain access to 1st and 2nd platforms to inspect structural damage.

15 July, 1943

MUSTIN Arrived and departed this date.

PC584 Arrived Berth 20 for repairs.

GULF WAVE Completed and departed.

KERN Arrived Berth 2 for repairs.

TRACY Arrived Berth 6 prior to docking.

16 July, 1943

OKLAHOMA (1) Divers continued removing deck planking in way of damage on port side of main deck at about frame 87. Divers investigated loose wreckage outboard of port side of ship at frames 105-115 out about 100 feet from present position of ship. (2) Continued intermittent pumping forward and operated all pumps for test. Continued preparations for removal key plates in turret roofs. Continued sweeping operations off port side of ship to locate projections that reduce depth of water to less than 40 feet. (3) Ordnance personnel (X31) continued preservation and attempts to open breeches of guns in turrets #1 and #2. (4) Pacific Bridge Company removed 3" wire rope pendants and backstay cables from #17 and #20 tackles, in order to use backstay cables, together with those from #11 and #12 in supporting patch sections on the port side. Continued welding I-beams to support patch sections aft of the main plate girder. Pacific Bridge Company divers (4), including 2 on night shift, continued cutting wreckage on port side at frame 42 and 75. Yard civilian divers cutting into damaged blister at frames 85-95.

UTAH (1) Continued connecting piping and installing #3 airlock. (2) Continued laying off location of backstay connections on longitudinal bulkhead inside starboard blister. (3) Divers blanked sea suction, frame 11, starboard side, between 1st and 2nd platforms. (4) Divers continued installing an air charging hose at frame 44-3/4, between the main and 2nd decks for auxiliary bubble B-2. (5) Divers took measurements of the two starboard propeller shaft housings in preparation to installing concrete forms to prevent leakage of air. (6) Divers completed installing an air charging line inside #7 airlock on the ship's hull. (7) Pacific Bridge Company continued constructing concrete forms for #1 and #2 sections of anchorage; continued pumping water from the north excavation; drilling in the base of quay F-11-N for blasting; and installing a cofferdam on the starboard side, frames 88-101.

ARIZONA

(1) Located and removed studs from lifting bolt holes in the upper edge of front armor of turret #2. Prepared to install lifting pads.

YMS103 Arrived at Berth 3, prior to docking.

17 July, 1943

OKLAHOMA (1) Divers continued removal of mud and deck planking and investigation of damage to port side of main deck at about frames 85-92. Continued survey of loose wreckage outboard of port side of ship and sounding to determine available depth of water there less than 40 feet. Minimum depth over mud bank at about frame 125 was about 38 feet. (2) Continued intermittent pumping forward of frame 30. Ordnance personnel (X31) continued work on guns in turret #2. Commenced removal of tap bolts from key plates of turret roof armor and relocating power lines and air piping to clear turret roofs. (3) Pacific Bridge Company divers (4) assisted Yard civilian divers (2) Continued work in way of damage on port side as follows:

- (a) Cutting away structural wreckage at frames 42 and 70.
- (b) Cutting damaged blister at frame 93.

UTAH (1) Began welding rivet heads and installing backstay connections on longitudinal bulkhead inside starboard blister, and continued constructing access ladders. (2) Completed installing #3 airlock and attachments. (3) Divers continued connecting air hose fitting at frame 44-3/4 between the main and 2nd decks, 39" below the 2nd deck level to section B-2 of air bubble. (4) Divers continued preparations for stopping air leaks on three propeller shaft housings by use of concrete. (5) Divers resumed surveying and charting the damage on the port blister and interior structure at frames 78-79. (6) Divers continued installing a blank plate on the opening in the ship's hull starboard side, frame 11, between the first and second platforms. (7) Pacific Bridge Company began pouring concrete in #1 and #2 sections of anchorag; continued pumping water from the north excavation; drilling in the base of quay F-11-N ("G" circle" for blasting;) welding thrust pads for the righting bents on the ship's keel; Installing a cofferdam on the starboard blister, frames 88 to 101 and across to ship's keel; and began welding N-bar rests on starboard blister for vertical lets of righting, bents.

17 July, 1943

ARIZONA (7) Diver could not find access to 1st platform in forward part of ship due to wreckage. Attempts were made at frames 34, 28 and at frame 6. (2) Continued clearing wreckage aft at turret #2. Completed removal of castings from front plate of turret #2.

ALLEN Arrived Berth 17 for repairs.

TERN Arrived Berth 22 for boiler cleaning and miscellaneous minor repairs.

MANUWAI Undocked Marine Railway, went to Berth 1 1/2 for completion.

COCKATOO Completed and departed.

LOYALTY Completed and departed.

AULICK Undocked Floating Dry Dock YFD2, went to Berth 13 for completion.

18 July, 1943

OKLAHOMA

(1) Divers continued removal of deck planking from port side of main deck at frames 87-88. Made preparations of cutting away loose wreckage off port side that reduces depth of water to less than 40 feet. (2) Continued intermittent pumping forward of frame 30. Tested operation of all pumps, and found it necessary to replace motor on #10 pump due to overheating. Removed #1 deep well pump and started cleaning storerooms down trunk at frame 13 1/2, beginning with A-102. (3) Ordnance personnel (X31) continued work on guns in #1 and #2 turrets. Continued work preparatory to removal of key plates in turret roofs. Cleaning interior of turret #3. (4) Pacific Bridge Company divers and Yard civilian divers continued cutting wreckage in way of damage on port side at frames 43, 68, 75 and 85-95.

UTAH (1) Began removing a small section of starboard blister plating frames 84 1/2-86. (2) Continued chipping and welding rivet heads, installing access ladders and installing backstay connections on longitudinal bulkhead in the starboard blister. (3) Divers continued blanking the seachest at frame 21, starboard; cut away scupper guard frame 50, between 2nd and 3rd decks; and drilled and tapped a 1" hole in starboard blister top frame 69 for an air charging hose to B-3 auxiliary air bubble; and completed installing an air hose connection at frame 44-3/4 between the main and 2nd decks to charge section B2. (4) Divers continued preparations for sealing air leaks on propeller shaft housings. (5) Divers continued surveying the damaged area port side at frame 57. (6) Pacific Bridge Company installed #4 anchorage assembly; completed pouring #1 and #2 sections of anchorage; continued pumping water from the north excavation; drilling the base of quay F-11-V for blasting; welding thrust pads on keel and rests for the back legs of the righting bents; and installing the cofferdam at frame 101 from the keel to the starboard blister.

ARIZONA (1) Discontinued inspection of structural damage in forward part of ship for BuShips. Diver reported that it is impossible to reach magazine area on first and second platforms without extensive underwater cutting. (2) Divers continued clearing area aft of turret #2 and recovered one stamp cancelling machine from Post Office. Used two divers.

SC502 Undocked Dry Dock #1, completed and departed.

18 July, 1943

YF516 Undocked Dry Dock #1, went to Berth 4 for completion.

YMS118 Undocked Dry Dock #1, went to Berth 14 for completion.

Y030 completed and departed.

TRACY Docked Dry Dock #1 for repairs to leaks in hull.

PIKE Arrived and docked, Floating Dry Dock, YFD2, for correction to oil leaks.

19 July, 1943

OKLAHOMA (1) Divers cut off portion of smokestack that reduced available depth of water to less than 40 feet. Continued removal of deck planking from port side of main deck, frames 87-88, in way of damage. (2) Continued intermittent pumping forward of frame 30. removed tap bolts from topside of key plates in roofs of turrets #3 and #4. Continued clearing debris and water from compartment A-104. Commenced cleaning and preserving backstay cables. (3) Ordnance personnel (X31) continued efforts to open breech plug on left gun of turret #2. (4) Pacific Bridge Company suspended operations for the day (Sunday.) Yard civilian divers continued cutting away damaged blister at frames 85-95, port side.

UTAH (1) Began constructing landing platforms connecting access ladders in starboard blister. Continued removing blister plating from high water mark to bilge keel, frames 84 1/2 to 86, starboard. (3) Continued welding backstay connections and rivet points on longitudinal bulkhead inside starboard blister, and continued caulking leaks and extending cofferdam boards on starboard blister plating, frames 64 to 84. (4) Divers completed installing air charging hose to auxiliary bubble B-2 frame 44-3/4, starboard, between main and 2nd decks, 39" below 2nd deck level. (5) Divers continued installing a blank plate on the sea chest frame 21, starboard. (6) Divers continued surveying torpedo damage on port side at frames 57-58, and continued welding patch plate frame 23, between main and 2nd decks, port side.

ARIZONA (1) Divers installed padeyes and shackles in turret #2 for securing cofferdam to replace back armor plate after guns are removed, and clearing seat for this cofferdam. (2) Delivered one stamp cancelling machine with stand and motor to Commanding Officer, vessels in Ordinary.

TRACY Undocked Dry Dock #3, completed and departed.

PIKE Undocked YFD2, completed and departed.

ESSEX Arrived for repairs.

SC520 Arrived Berth 17 for repairs and docking.

20 July, 1943

OKLAHOMA (1) Divers rearranged equipment in connection with consolidation of diving groups. (2) Continued intermittent pumping forward of frame 30; removal of debris from storerooms on 3rd deck down trunk to frame 13 1/2; and application of preservative to backstay cables. (3) Completed clearing mud for access to interior of turret #3 and commenced similar work in turret #4. Completed removal of tap bolts from key plate in roof of turret #4. Installed jacks to loosen key plate of turret #3. Ordnance personnel (X31) continued efforts to open breech plug of left gun of turret #2. (4) Pacific Bridge Company divers (5) including 2 on night shift, and Yard civilian divers (2) continued cutting away wreckage at frames 43, 68, 75 and 85-95 on port side.

UTAH (1) Installed exhaust blower to ventilate blister during welding and continued welding rivet points on longitudinal bulkhead and installation of ladders and platforms for access to interior of starboard blister. The YSR#8 (Floating Wheeler) cleaned interior of outboard blister, frames 73-84. (2) Completed preparation of #7 and #6 airlocks for use. (3) Divers completed connections of air lines to auxiliary air bubble sections B-3 and B-2. Continued installation of blanks on sea chest at frame 21 and scupper drain at frame 48 1/2 on starboard side. Continued preparations to seal steam tubes around propeller shaft with concrete, and surveying torpedo damage on port sides frames 64-66. (4) Pacific Bridge Company installed #3 and #4 anchor arm assemblies and commenced construction of form for pouring concrete in #3 and #4 sections of anchorage; continued drilling base of quay F-11-N for blasting welding thrust pads on keel of ship, and rests for back legs of righting bents; and continued installation of cofferdam frames 88-101 on starboard side.

ARIZONA (1) Divers continued clearing of seating for cofferdam for installation at rear of turret #2 after removal of guns, and began removal of watershed at lower edge of front armor plate.

20 July, 1943

LANSDOWNE Arrived Berth 13

SUNFISH Arrived and docked Dry dock #1, for repairs to stern planes, undocked.

OSCEOLA Completed and departed.

PC585 Completed and departed.

USAT KILAUEA Arrived Berth 22 for repairs and alterations.

21 July, 1943

OKLAHOMA (1) Divers continued investigation of loose wreckage off port side of ships. (2) Continued intermittent pumping forward of frame 30. Removed pump #10 for alignment check. Operated all pumps for test. Continued removal of debris from storerooms down trunk at frame 13 1/2. (3) Completed removal of tap bolts from key plate in roof of turret #2. Commenced use of jacks to loosen key plate in roof of turret #2. Commenced use of jacks to loosen key plate in roof of turret #3. Ordnance personnel (X31) continued efforts to open breach of left gun of turret #2 by changing arrangements. (4) Pacific Bridge Company divers (5) including two on night shift and Yard civilian divers continued cutting wreckage in way of damage on port side from frames 43 to 95.

UTAH (1) Removed blister hull plating from starboard bilge keel to high water mark, frames 84 to 88 1/2. (2) Completed constructing platforms and access ladders on starboard blister; and continued welding rivet points and laying out locations of backstay connections inside starboard blister. (3) Divers tightened bolts on bolted plate on ship's hull inside #7 airlock, and continued cleaning and preparing the two starboard, inboard port propeller shafts and housings for concrete form installation. (4) Divers completed blanking sea chest at frame 21, starboard, and scupper at frame 49 starboard, between 2nd and 3rd decks. Began installing a blank plate an scupper opening at frame 48 starboard, between 2nd and 3rd decks. (5) Divers continued survey in and charting damaged area port side frames 68 to 70. (6) Pacific Bridge Company completed constructing forms for concrete in #3 and #4 sections of anchorage; began back filling on #1 and #2 anchor arm assemblies; continued drilling the base of quay F-11-N for blasting; welding thrust pads on keel and rests for the back legs of righting bents; and installing the cofferdam at frame 101 from the keel to the starboard blister.

ARIZONA (1) Divers completed clearing seat for cofferdam to be installed at the after end of turret #2 and continued removal of watershed at lower edge of front armor plates.

SUNFISH Redocked, Dry Dock #1

BOGGS Arrived and docked Marine Railway.

ANTHONY Completed and departed.

WASHINGTON Completed and departed.

22 July, 1943

OKLAHOMA (1) Divers commenced cutting away projections of mainmast structure reducing depth of water to less than 40 feet; about 120 feet off port side of ship opposite frame 87. (2) Continued intermittent pumping forward and operated all pumps for test. Continued applying preservative to backstay wires. (3) Continued casting loose key plate of roof of turret #3. Ordnance personnel (X31) continued preparation for installation of jack to open breech of left gun of turret #2. (4) Pacific Bridge Company divers (5) including 2 on night shift, and Yard civilian divers (2) continued cutting away wreckage in way of damage on port side from frame 43 to 90. Removed a section of blister about 32 feet x 12 feet high in vicinity of frames 62-68.

UTAH (1) Continued welding rivet points and backstay connections on longitudinal bulkhead inside starboard blister. (2) Divers completed installing blank plate on scupper opening frame 49 1/2, starboard, between 2nd and 3rd decks, continued preparing scupper opening at frame 48 1/2, between hold and 2nd platform for blank plate. (3) Divers began caulking an open seam and blanking four holes in starboard blister; frame 83 to 95. These holes were cut by Pacific Bridge for cofferdam installation. (4) Divers installed lower half of metalform on starboard inboard propeller shaft for concrete to seal stern tube. (5) Divers completed surveying and charting the damaged area at frame 78, portside, and continued welding patch plate at frame 23, port, between main and 2nd decks. (6) Pacific Bridge Company began pouring concrete in anchorage sections #3 and #4; continued back filling; drilling in base of quay F-11-N for blasting; preparing quay F-11-S for drilling base; welding thrust pads on keel of ship and rests for back legs of righting bents; and continued installation of cofferdam frames 88-101 on starboard blister.

ARIZONA (1) Divers completed removal of water shed from front plate of turret #2. (2) Placed one additional 12x12 timber across top of turret #2 above slides to prevent movement of slides as guns are being removed. (3) Removed from ship three front plate castings from turret #2 to be delivered to Waipio Point.

22 July, 1943

BOGGS Undocked Marine Railway, completed and departed.

PYROPE Completed and departed.

PC584 Docked Marine Railway.

SAN BERNARDINO Arrived Berth 1 1/2.

SC520 Completed and departed.

USAT KEELER Arrived Berth 15.
(Tug)

23 July, 1943

OKLAHOMA (1) Divers completed cutting away sufficient material from mainmast structure for opposite frame 87 about 120 feet off port side of ship to increase depth of water to 44 feet. (2) Continued intermittent pumping forward of frame 30 and operated all pumps for test. Continued to apply preservative to backstay wires and 3" wire rope pendants. Continued clearing forward storerooms. (3) Completed casting loose key plate in roof of #3 turret and jacked up ready for removal. Ordnance personnel (X31) continued preparations for use of jacks to open breech of left gun of turret #2. (4) Pacific Bridge Company continued construction of above water supports for handling temporary patches on port side. Pacific Bridge Company divers and Yard civilian divers continued cutting away wreckage in way of damage on port side between frames 43 and 95.

UTAH (1) Continued welding rivet points and backstay connections on longitudinal bulkhead inside starboard blister. (2) Divers installed blank plates on three holes in starboard blister plating, frame 87, and began casting from scupper opening, between 2nd and 3rd decks, frame 58 1/2. (3) Divers completed installing metal form on starboard inboard propeller shaft and prepared to fill with concrete. (4) Divers continued welding patch plate to close opening in ship's hull at frame 23, port side, between main and 2nd decks. (5) Pacific Bridge Company reinforced a concrete form for four remaining anchorages completed pouring concrete in anchorage sections #3 and #4; continued drilling in base of quay F-11-N for blasting; continued welding thrust pads on keel of ship and rests for tacklers of righting bents; and completed installing cofferdam from frame 88 to 101 on starboard blister and across frame 101 to ship's keel.

ARIZONA (1) Divers worked aft of turret #2 making final inspection of area aft of turret to frame 60 for possible obstructions to removal of guns.

PC584 Undocked Marine Railway, went to Berth 20 for completion.

YMS103 Docked Marine Railway.

DORSEY Arrived Berth 6.

CGC TIGER Arrived Berth 15, for drydocking and repairs.

24 July, 1943

OKLAHOMA (1) Divers made investigations and commenced cutting away portion of side plating above 2nd deck at about frame 50 preparatory to placing 10"x10" shores between main and 2nd decks under the ends of the temporary girder at side of upper deck installed to support sections of main cofferdam patch. (2) Continued intermittent pumping forward of frame 30; preserving wire ropes in righting gear; and clearing forward storerooms. (3) Commenced casting loose fastenings for key plates in roofs of turrets #1 and #4. (4) Pacific Bridge Company continued work on temporary supports for patches on port side. Pacific Bridge Company divers (5), and Yard civilian divers (2) continued cutting wreckage in way of damage on port side from frame 43 to 95.

UTAH (1) Constructed small cofferdam on blister plating, frames 83 ½ to 87 ½ to prevent water from entering blister. (2) Continued laying out and placing backstay connections inside starboard blister. (3) Divers completed installing patch plate on scupper opening, frames 58 ½, between 2nd and 3rd decks, and continued preparing scupper opening, frame 65 ½, between 2nd and 3rd decks, for a blank plate. (4) Divers began charging concrete into form on starboard inboard propeller shaft; and installed lower half of concrete form on starboard outboard propeller shaft for sealing air leaks. (4) Divers continued welding patch plate on hull, port side, frame 23, between main and 2nd decks. (6) Pacific Bridge Company installed #5 and #6 anchor arm assemblies; began construction of concrete forms for sections #5 and #6 of anchorages; continued drilling the base of quay F-11-N for blasting (completed "G" circle and began "H" circle); continued welding rests for the back legs of righting bents; and caulking cofferdam on after section of ship.

ARIZONA (1) Commenced cleaning and storing equipment preparatory to suspension of operations until 150 ton floating crane is available.

SNOOK Arrived and docked Dry dock #3, for realignment of shafting.

TERN Completed and departed.

ANTHONY Arrived Berth 15 1/2 for repairs.

BENNETT Arrived Berth 15 1/2 for repairs.

YMS242 Arrived Berth 14, prior to docking.

YMS335 Arrived Berth 14, prior to docking.

26 July 1943

OKLAHOMA (1) Divers removed a section of side plate, about frame 50 between 2nd and main decks; placed cap timber under main deck at frame ?? in preparation for shoring. (2) Continued intermittent pumping forward and operated all pumps briefly for test. (3) Completed casting loose key plates in roofs of turrets #1 and #4 and ??? up for removal. Continued casting loose key ??? of turret #2. Ordnance personnel (X31) commenced preservation of guns in turret #3. (4) Yard civilian divers continued cutting away damaged blister frames 85-95. (5) Pacific Bridge Company suspended operations for the day (Sunday).

UTAH (1) Continued welding back stay connections inside starboard blister. (2) Divers completed filling form on starboard inboard propeller shaft with concrete, and completed installing a form for concrete on the starboard outboard propeller shaft. (3) Divers completed installing a patch plate on scupper opening at frame 65 1/2, between 2nd and 3rd decks and prepared to burn scupper guard from ship at frame 76 1/2, between 2nd and 3rd decks. (4) Divers continued surveying damaged port side frame 65. (5) Pacific Bridge Company suspended operations for the day (Sunday.)

ARIZONA (1) Removed two magazine doors and frames from turret #3, making a total of eight doors and eight door frames removed from magazines turrets #3 and #4.
(2) Suspended operations on this ship pending the availability of the 150 ton floating crane.

ALLEN Completed and departed.

CINCHONA Arrived for dry docking and repairs.

KERN Completed and departed.

Y023 Arrived Berth 15.

WASHINGTON Arrived Berth 23.

YT25 Arrived Berth 20.

27 July, 1943

OKLAHOMA (1) Divers installed two 10"x10" " timber shores between main and 2nd decks at about frame 52 to support forward end of temporary plate girder. Commenced cutting access hole through side of ship at about frame 63 between main and 2nd decks to allow installation of shores under after end of girder. (2) Continued testing pumps and intermittent pumping forward of frame 30. Continued preserving wire ropes in the righting rigging, and removing debris from forward storerooms. (3) Removed key plates in roofs of turrets #1 and #2. Commenced work toward opening breech plugs in turret #1 and preservation of guns in turret #3. (4) Pacific Bridge Company continued preparation for supporting cofferdam patch sections and fabrication of template to check readiness of ship's side to receive patch sections; Pacific Bridge Company divers (5) and Yard civilian divers (2) continued cutting away wreckage on port side between frames 68 and 95. One diver investigated area between frames 50 and 55 as to readiness for patch.

ARIZONA (1) Tested and repaired communication systems on airlocks #3, 6, 5, 4 and 3. (2) Continued welding backstay connections inside starboard blister. (3) Divers continued installing blank plate on scupper opening at frame 76 1/2, starboard, between 2nd and 3rd decks. (4) Divers completed installing a form for concrete on outboard starboard propeller shaft and filled with concrete. Began installing a form on port inboard shaft. (5) Divers continued surveying damaged port side between frames 54 and 78. (6) Pacific Bridge Company completed pouring concrete in anchorage sections #5 and #6; continued drilling in base of quay F-11-N for blasting (continued "H" circle); and began syphoning sand core from quay F-11-S; continued welding rests for the back legs of righting bents; and caulking cofferdam on after section of ship.

SEAL Arrived and docked Dry dock #1.

HALEAKALA Docked Dry dock #1.

SHAW Docked Dry dock #1.

SUNFISH

Undocked Dry dock #1, completed and departed.

TRIGGER

Undocked Dry dock #3, went to Berth 1 for completion.

TAMARA

Undocked Dry dock #3, went to Berth 12 1/2 for completion.

ALMANDITE

Arrived Berth 12 1/2 for repairs.

1 August,1943

OKLAHOMA

(1) Diver completed reinforcing timber shoring between main and 2nd decks, frame 63, port side. Examined and stopped leaks in temporary patch on bulkhead 30. (2) Continued intermittent pumping forward of frame 30 and operated all pumps for test. Continued removal of debris from forward storerooms on 3rd deck.(3) Completed installation of jig and partially opened the breach plug on the left gun of turret #2. Suspended operations on opening breach of right gun in turret #1 due to resumption of work on Arizona. (4) Pacific Bridge Company continued installation of ribband for locating the upper edge of the main cofferdam patch and with the aid of divers used steel template to check clearances for section #2 of this patch. Pacific Bridge Company divers and Yard civilian divers continued cutting away wreckage from frames 43-95, port side.

UTAH(1) Continued removing "D", "E", and "F" strakes from starboard blister between frames 89-96. (2) Continued welding backstay connections on longitudinal bulkhead inside starboard blister. (3) Divers completed installing a metal form and filling with concrete on the port outboard propeller shaft. (4) Divers began installing pipe plugs in rivet holes in ship's hull rear port docking keel, frame 52. (5) Divers continued installing a blank cover on vent trunk, frame 31 1/2, starboard, between main and 2nd decks. (6) Pacific Bridge Company completed winch foundation forms #1, 2, and 3; continued back filling soil; continued installing a cofferdam on forward starboard section of ship between frames 32-44 1/2; continued removing soil core from quay F-11-S; continued drilling "H" circle in base of quay F-11-N for blasting and continued welding rests for the back of righting bents on the bottom of ship.

ARIZONA (1) Resumed operations, since 150 ton crane is expected to be available on 1 August. (2) Began measuring depth of water to top of blister from frame 70 forward. Measurements are taken at 15 foot intervals and will be made on both sides of ship. This is being done to check previous measurements in damage survey.

1 August 1943

YM335 Completed and departed.

SC727 Completed and departed.

YMS118 Completed and departed.

YOUNG BROS. Arrived and docked, Marine Railway.
BARGE

GILMORE Arrived and docked Dry dock #3.

HALEAKALA Undocked Dry Dock #1, went to Berth 12 for completion.

SEAL Undocked Dry Dock #1, completed and departed.

SHAW Undocked Dry Dock #1, went to Berth 15 1/2 for completion.

YMS242 Completed and departed.

ANTHONY Completed and departed.

BENNETT Completed and departed.

SWAN Arrived Berth 13 for repairs.

PURSUIT Arrived Berth 17.

2 August, 1943

OKLAHOMA (1) Divers recaulked temporary patch on the after side of bulkhead 30. (2) Continued intermittent pumping forward of frame 30 and operated all pumps for test. Continued removal of debris from 3rd deck storerooms forward. (3) Ordnance personnel (X31) completed openings breech of left gun in turret #2. Ordnance Supt. states that work will continue to open the breeches of all turret guns and to clean and inspect the bores. (4) Pacific Bridge Company suspended operations for the day (Sunday). Yard civilian divers continued cutting away damaged blister at frames 85-95.

UTAH (1) Continued removing "D", "E", and "F" strikes from starboard blister between frames 89-96. (2) Continued welding backstay connections on longitudinal bulkhead inside starboard blister. (3) Divers inspected the concrete in the form on the port outboard propeller shaft for shrinkage. (4) Divers connected an air hose to the upper blister plating, frame 69 1/2, to charge auxiliary bubble B-3; installed descending and guide lines to access hole, frame 41, between main and upper decks; continued plugging rivet holes between frames 52-57, port, on ship's bottom; and cutting vent trunk frame 31 1/2, between main and 2nd decks, port side, in preparation for installation of cover. (6) Pacific Bridge Company suspended operations for the day, except to maintain pump watch on cofferdam aft.

ARIZONA (1) Continued taking soundings to top of blister from frame 75 to bow, port side. Used one diver.

DORSEY Completed and departed.

SAN BERNADINO Docked Dry Dock #1.

GRAYSON Docked Dry Dock #1.

CGC TIGER Completed and departed.

YMS103 Completed and departed.

3 August, 1943

OKLAHOMA

(1) Divers cleared fire pump strainer and in compartment A-3 investigated valve in drainage line from the forward trimming tank (A-1). (2) Continue intermittent pumping forward of frame 30, and operated all pumps for test. (3) Ordnance personnel (X31) removed and disassembled breech plug of left gun of turret #2 for preservation and commenced installing jig to open breech of the right gun. (4) Pacific Bridge Company checked clearances for #3 section of main cofferdam patch by use of steel template. Pacific Bridge Company divers and Yard civilian divers continued cutting away wreckage in way of damage on port side at frames 43, 68 and 90.

UTAH (1) Charged auxiliary bubble sections B-4, B-3 and B-2 with 17 1/2, 13 and 11 pounds of air respectively. (2) Continued removing "D", "E" and "F" strakes from starboard blister between frames 89-96. (3) Continued welding backstay connections on longitudinal bulkhead inside starboard blister and prepared to weld backstay connections on outside of starboard blister between frames 96-101. (4) Divers completed cutting vent trunk frame 31 1/2, port, between main and 2nd decks and began installing bolts for patch cover installation. (5) Divers inspected and prepared to stop the air leaks from the auxiliary bubble. (6) Divers continued plugging rivet holes by welding at frames 57-58, port, ship's bottom. (7) Pacific Bridge Company poured concrete in #1 and #2, continued on #3 and began #4 winch foundation forms; continued backfilling soil; continued drilling holes in quay F-1 1-N ("H" circle) and preparing to drill holes in quay F-11-S for blasting; continued installing a cofferdam on forward starboard section of section between frames 32-44 1/2; and continued welding rests for the back legs of righting bents on the bottom of the ship.

ARIZONA (1) Attempted to lift foundation of turret #4 from underwater, but foundation could not be moved. Plan to reinstall pumps and underwater turrets #3 and #4 to investigate and free foundation for lifting. (2) Completed soundings to toy of blister from frame 75 forward.

3 August, 1943

BENNETT Arrived Berth 13 for repairs to F.O. tanks.

ESSEX Completed and departed.

KILAUEA Completed and departed.

PC583 Arrived Berth 20 for repairs.

YOUNG BROS. Undocked Marine Railway, completed and departed.
BARGE

YT335 Arrived Berth 20.

4 August, 1943

OKLAHOMA (1) Divers attempted to open valves in drain line of forward trimming tank (A-1), but were unable to open the line completely. (2) Continued intermittent pumping forward of frame 30 and operated all pumps for test. Opened manhole in main deck in frame 4 1/2 in preparation for unwatering compartments A-124, A-100 and A-1, and removed electric motor from pump #10 for determination of cause of overheating. (3) Ordnance personnel installed jig on breach of the right gun of #2 turret and commenced efforts to open the breech plug. (4) Pacific Bridge Company, with the aid of Yard riggers and the 150 ton floating crane, installed the first section (#2) of the main cofferdam patch at frames 50-56. Yard civilian divers continued cutting away damaged blister at frames 85-95.

UTAH (1) Continued removing "D", "E", and "F" strakes from starboard blister between frames 89-96. (2) Continued welding backstay connections on longitudinal bulkhead inside starboard blister and laying out backstay connection locations on starboard blister between frames 96-100 inclusive. (3) Divers continued welding rivet holes on ship's bottom, port side, on seam between frames 62-65. (4) Divers began installing a blank plate on scupper opening at frame 90 between 2nd and 3rd decks, on starboard side; divers repaired concrete plug in scupper opening at frame 107 1/2-S between 2nd and 3rd decks; and reinstalled air hose connection at frame 106 1/2-S between main and 2nd decks. (5) Pacific Bridge Company completed winch foundation forms #3 and #4; continued installing a cofferdam on forward starboard section of ship between frames 32-44 1/2; Continued drilling "H" circle in base of quay F-11-N and removing sand core from base of quay F-11-S; and continued welding rests for the back legs of righting bents on the the bottom of the ship.

ARIZONA (1) Divers removed cover from hatch at frames 119-120 in 1st platform and replaced after pump access hole in hatch had been closed by a welded patch. (2) Manufactured cover plate for ventilation opening in compartment D-142-M, in preparation for unwatering turrets #3 and #4. (3) Diver took soundings port and starboard, to the top of the blower at the after end.

5 August, 1943

UTAH and preparing to drill in base of quay F-11-S
Cont'd for blasting; continued installing a cofferdam on forward starboard section of ship between frames 32-44 1/2 and continued welding rests for the back legs of righting bents on the bottom of the ship.

ARIZONA (1) Began removal of 14" guns in turret #2. Pulled center gun to rear approximately 4', used 150 ton crane. Suspended operations because of defective sheave in tackle used by riggers. (2) Used two divers to do underwater rigging.

TERRY Completed and departed.

BENNETT Completed and departed.

GILMORE Undocked Dry dock #3 and departed.

SPENCE Arrived Berth 18.

INTER-ISLAND Departed.
BARGE # 2

6 August, 1943

OKLAHOMA (1) Divers continued search for loose wreckage off port side of ship at frames 40-50 under barges. (2) Continued pumping forward of frame 30 and operated all pumps for test. Installed pipe rail around top of conning tower for use as bridge in handling ship to dry-dock. (3) Ordnance personnel (X31) made preparations for opening breech of right gun in turret #1. (4) Pacific Bridge Company made preparations for installation of section #3 of main cofferdam patch by checking clearances at ship's side with template and dredging out mud bank. Divers investigated damage at bottom of armor at frames 85-95 and at top of armor at frames 85-90.

UTAH (1) Charged auxiliary bubbles B-4 to 17 lbs. B-3 to 13 lbs. and B-2 to 13 lbs. Discovered a few small leaks on starboard side. (2) Continued installing air piping on ship's bow, to forward for charging air bubble sections during righting operations. (3) Continued removing "D", "E", and "F" strakes from starboard blister between frames 89-96. (4) Continued welding backstay connections on longitudinal bulkhead inside starboard blister and laying out connections between frames 96-101 on the starboard side. (5) Divers began installing a blank cover on the vent trunk between the main and 2nd decks, port, frame 31 1/2. (6) Divers found closed the ammunition hoist between the upper and superstructure decks, starboard at frame 54; closed the W.T. door between the main and upper decks, frame 48 1/2, starboard; inspected and found closed the ammunition hoist at frame 31, starboard, between the main and upper decks. (7) Divers welded a blank plate on rupture in ship's bottom, port, frame 64, approximately 25' from centerline; inspected the small air leaks between 2nd and 3rd decks at frames 35 and 50, and the leaking scupper plate at frame 90. (8) Pacific Bridge Company continued construction of forms for #5 and #6 concrete winch foundations; drilling holes in base of quay F-11-N ("H" circle) blasting; removing sand core and preparing for drilling base of quay F-11-S; installing a cofferdam on forward section of ship between frames 32-44 1/2 starboard; and welding rests for the back legs of righting bents on the bottom of the ship.

ARIZONA (1) Removed center 14" gun of turret #2. MkVIII, Mod.4, #18L3 from under water. Gun was placed on deck of 150 ton crane, breech opened by hand and entire gun sprayed with Tectyl. The powder chamber contained a fourteen inch drill projectile and a brass backing out slug. Used two divers to assist riggers

6 August, 1943

SNOOK Undocked Dry dock #2, went to CD2 for completion.

MOBILE Completed and departed.

SEAWOLF Arrived and docked Dry dock #3.

GRAYSON Undocked Dry dock #1, went to Berth 15 for completion.

SAN BERNARDINO Undocked Dry dock #1, went to Berth 1 for completion.

GURNARD Arrived Berth 1 for repairs.

TINOSA Arrived Berth 1 1/2.

7 August, 1943

OKLAHOMA

(1) Divers continued search for loose wreckage off port side of ship at frames 50-55. (2) Operated all pumps for test and continued intermittent pumping forward of frame 30. Continued installation of pipe railing around top of conning tower. (3) Ordnance personnel (X31) continued installation of jig for opening the right gun of turret #1. (4) Pacific Bridge Company divers continued cutting away damaged blister at frames 85-95 and taking measurements for patch in this location. Continued dredging mud as necessary to allow the installation of section #4 of the main cofferdam patch.

UTAH (1) Charged auxiliary bubbles B-4, B-3 and B-2 to 17, 13 and 13 lbs. respectively. (2) Continued installing air piping on ship's bottom, forward and aft for charging air bubble sections during righting operations. (3) Continued removing "D", "E" and "F" strakes from starboard blister between frames 89-96. (4) Continued welding backstay connections on longitudinal bulkhead inside starboard blister and on outside of ship's blister between frames 96-101. (5) Divers continued welding rivet holes on port side of ship's bottom between frames 64-65, approximately 25' from centerline. (6) Divers repaired leaking blank plate at frame 106 1/2, starboard between 2nd and 3rd decks; repaired scupper covering at frame 90 starboard between 2nd and 3rd decks and continued securing closed the ammunition hoist at frame 31, starboard, between the main and upper decks. (7) Divers completed installing a blank plate on the ventilation trunk between the main and 2nd decks, frame 31 1/2, starboard, and prepared to inject concrete to insure its tightness. (8) Pacific Bridge Company completed constructing forms for #5 and #6 winch foundations; began constructing forms for A-1 and A-2 pedestals; continued backfilling and leveling soil; ignited small charge of dynamite in base of F-11-S to remove obstructing structural steel; continued drilling "H" circle in base of F-11-N for blasting completed the cofferdam on forward section of ship between frames 32-44 1/2 starboard; and welding rests for the back legs of righting bents on the bottom of the ship.

ARIZONA (1) Diver completed securing W. T. hatch leading to D-307 and installed cover plates on exhaust vents in D-412-M and D-413-M. This work is in preparation for unwatering turret #4.

7 August, 1943

GURNARD Docked Dry dock #2.

YOUNG BROS. Undocked Marine Railway, completed and departed.
TUG "MIKIO"

JACK Arrived and docked for shaft alignment.

YMS288 Docked Dry dock #1.

CRYSTAL Docked Dry dock #1.

SWAN Docked Dry dock #1.

ESSEX Arrived Berth 3 for repairs.

DASHIELL Arrived Berth 18 for repairs.

8 August, 1943

OKLAHOMA (1) Operated all pumps for test and continued pumping forward of frame 30. Completed pipe rail around top of conning tower. (2) Ordnance personnel (X31) opened breech plug, of right gun of turret #1. (3) Pacific Bridge Company installed section #3 of the main cofferdam patch at frames 56-62 on port side; continued dredging to allow installation of section #4; and cutting away damaged blister underwater at frames 85-95, port side.

UTAH (1) Charged auxiliary bubble sections B-4, B-3 and B-2 and maintained 17, 13 and 13 lbs. pressure to check for leaks. (2) Continued installing air piping on ship's bottom aft for charging air bubble sections during righting operations. (3) Completed removing "D" strake and continued removing "E" and "F" strakes from starboard blister between frames 89-96: (4) Continued welding backstay connections on longitudinal bulkhead inside starboard blister and on blister plating between frames 96-101. (35 percent complete.) (5) Divers completed securing closed the W. T. door on the ammunition hoist at frame 31 1/2, between the main and upper decks, starboard; and began removing the flange bolts from vent trunk at frame 35, starboard, between the main and upper decks. (6) Divers continued stopping air leaks at frame 114 1/2, scupper opening, between 2nd and 3rd decks, starboard, by installing a blank plate and at frame 38, starboard, between 2nd and 3rd decks, injected concrete and oakum in scupper opening; completed welding rivet holes on port bottom ship's hull, frame 64; and injected 1/2 yd. concrete in vent trunk on upper side of blank plate between main and 2nd decks, frame 31, starboard, above wood cover, in order to seal airtight. (7) Pacific Bridge Company poured concrete in winch foundation forms #5 and #6; poured concrete in pedestal foundation forms A-1 and A-2; completed drilling "H" circle and began drilling "I" circle in base of quay F-11-N for blasting; continued removing concrete from base of quay F-11-S in preparation to drilling; and reinforced the cofferdam on starboard forward section of ship between frames 32-44 1/2.

ARIZONA (1) Divers clearing aft of turret #2 for seating of cofferdam and clearing area in turret #3 handling room for placing pumps. (2) Caulked #2 turret cofferdam with oakum and pitch. This cofferdam will be used to close the after end of the turret can chamber after the removal of the guns.

8 August, 1943

TERRY Arrived Berth 17.

ALMANDITE Completed and departed.

YO23 Completed and departed.

SEAWOLF Undocked Dry Dock No. 3, completed and departed.

BEDFORD Completed and departed.

9 August, 1943

OKLAHOMA (1) Divers searched area off port side between frames 55-70 under barges for wreckage. Found none reducing depth of water to less than 40 feet. (2) Continued pumping forward and operated all pumps briefly. (3) Ordnance personnel (X31) completed opening breech of right gun in turret #1. (4) Pacific Bridge Company suspended operations for the day (Sunday.)

UTAH (1) Continued installing air piping on bottom of ship; removing blister plating at frames 89-96; and welding backstay connections. (2) Divers completed removal of scupper lip at frame 114 1/2, starboard, and drove four stud bolts with power velocity gun to secure cover; filled scupper at frame 54 1/2 with concrete to make tight, and investigated ventilation trunk at frame 35 1/2 starboard on both sides of main deck. Plan to blank at 2nd deck. (3) Completed plotting sectional and elevation sketches of torpedo damage on basis of divers' measurements and reports. (4) Pacific Bridge Company suspended operations for the day (Sunday).

ARIZONA (1) Cranes for removing guns not available. Dives spent all day cleaning barnacles from barrels of guns in turret #2 to facilitate passage through slide.

INDIANA Arrived Berth 16 for repairs and alterations.

YORKTOWN Completed and departed.

HMS VICTORIOUS Arrived Berth 23 for removal of M.G. gallery and securing of hangar deck.

MOBILE Arrived Berth 24. for F. D. antenna installation.

PC548 Arrived Berth 2 for repairs.

TERRY Completed and departed.

10 August, 1943

OKLAHOMA (1) Continued intermittent pumping forward and tested all pumps. Reinstalled motor on #10 pump. Resumed removal of debris from forward storerooms. (2) Ordnance personnel (X31) commenced installation of jig to open breech plug of center gun in turret #1. (3) Pacific Bridge Company divers removed soil from under Ship by jetting and outboard of ship dredging at frames 62-69, port side, in preparation for installation of section #4 of the main cofferdam patch. Continued cutting away damaged blister at frame 85, port side.

UTAH (1) Continued removal of starboard blister shell plating, frames 96-101; welding backstay connections on longitudinal bulkhead in starboard blister; and laying out these connections on blister in the after cofferdam. (2) Divers blanked scupper at frame 114 1/2, starboard, and investigated leaks from auxiliary air bubble at frames 44 1/2 and 106 1/2, starboard; installed blank on seachest opening at frame 81, port side; and commenced cutting ventilation trunk at frame 35 1/2 starboard, between 2nd and main decks in preparation for installation of airtight cover about 18" from 2nd deck. (3) Pacific Bridge Company continued installation of forms for winch foundation #7 and #8; completed cofferdam on starboard side, frames 32-45; continued drilling for blasting in quays F-11-N and F-11-S; and installing supports for righting bents on bottom of ship.

ARIZONA (1) Divers clearing handling room deck of turret #3 for placing deep well pumps. Used two divers.

MANUWAI Completed and departed.

GRAYSON Out for Post Repair trial.

SAN BERNARDINO Completed and departed.

11 August, 1943

OKLAHOMA (1) Divers searched for loose wreckage on bottom close to side of ship, frames 55-65, but found none reducing depth of water to less than 40 ft. (2) Continued pumping forward and testing of all pumps. Fabricated special draft gauges for installation forward and aft and continued removal of debris from unwatered storerooms forward. (3) Ordnance personnel (X31) continued efforts to open breech of center gun of turret #1. (4) Pacific Bridge Company divers continued cutting away damaged blister at about frames 85-95, jetting of mud at about frame 65 under turn or bilge on port side; and made other investigations of clearances in preparation for setting section #4 of main cofferdam patch. Continued dredging of mud out-board of ship to clear for cofferdam patch section#4 and delivered this section to the ship on a barge.

UTAH (1) Divers completed blanking scupper at frame 114 1/2, starboard side, between 2nd and main decks; and continued to blank two (2) holes, approximately 1 1/2" diameter, in ship's bottom, frame 53, port. Divers installed cover to close vent trunk, frame 35 1/2, starboard, between 2nd and main decks. This is complete except for concrete seal. (2) Continued installing backstay connections on longitudinal bulkhead inside starboard blister and on outer ship's hull in vicinity of frame 98. Continued scraping and cleaning ship's outer plating between connections. (3) Pacific Bridge Company completed forms for winch foundations #7 and #8. Continued backfilling over concrete anchors; commenced construction of Power House on Ford Island; continued drilling holes in base of quay F-11-N ("H" circle) for blasting; continued installing rests for back legs of righting head frames on bottom of the ship.

ARIZONA

(1) Suspended operations on ship due to 150 ton crane and Haviside crane #5 not being available.

SNOOK Completed and departed.

SWAN Undocked Dry dock #1, went to Berth 14 for completion.

CRYSTAL Undocked Dry Dock #1, went to Berth 15 for completion.

11 August, 1943

YMS288 Undocked Dry dock #1, went to Berth 11 for completion.

MOBILE Completed and departed.

CHENANGO Arrived Berth 24.

DASHIELL Docked Floating Dry dock YFD2.

GRAYSON Completed and departed.

12 August, 1943

OKLAHOMA (1) Divers removed one piece of metal wreckage from the bottom of the harbor at about frame 43, port side. Installed metal draft gauge on the stem of the ship. (2) Tested all pumps and continued intermittent pumping forward of frame 30. Continued removal of debris from forward store-rooms on 3rd deck. (3) Ordnance personnel completed the opening of breech plug of the center gun of #1 turret and commenced installing jig to open the left gun of #1 turret. (4) Pacific Bridge Company divers continued cutting away the lower portion of the damaged blister at frames 85-95, port side, and installed 10" I-beam to be used as a support for the patch in this section. Continued dredging to remove soil for clearance in setting sections #4 and #5 of the main cofferdam patch.

UTAH

(1) Divers continued exploring port side of ship's bottom for leaks and found none. Preparing to pour concrete seal in vent trunk, frame 35 1/2 starboard, between 2nd and main decks. (2) Continued installing backstay connections on longitudinal bulkhead inside starboard blister and on outer ship's hull in vicinity of frame 98. Continued scraping and cleaning ship's outer plating between frames 33-45 preparation to weld on backstay connections. Continued removing strakes D, E, and F, between frames 94-96. (3) Pacific Bridge Company completed pouring concrete winch foundations 7 and 8. Continued construction of Power House on Ford Island; continued drilling holes in base of quays F-11-N and F-11-S; continued installing rests for back legs of righting head-frames on bottom of ship.

ARIZONA (1) Removed right and left 14" guns from turret #2 (underwater). Opened breech plug by hand and sprayed guns with a rust preventative. Used two divers for underwater rigging.

PRINCETON Arrived Berth 23.

DASHIELL Undocked, YFD2, went to Berth 17 for completion.

VICTORIOUS Completed and departed.

FLYING FISH Docked Dry Dock #3.

TINOSA Docked Dry Dock #3.

PC548 Docked Dry Dock #1.

SPENCE Docked Dry Dock #1.

12 August, 1943

SIRIUS Docked Dry dock #1.

YMS103 Arrived and docked Dry dock #1, for repairs to underwater sound gear.

FULLAM Arrived Berth 17.

CHANANGO Departed.

13 August, 1943

OKLAHOMA (1) Divers installed stern draft gauge. Checking starboard airport covers from stern to fr. 91, replaced missing one at fr.93. (2) Continued intermittent pumping of forward section (0-30). Ran all available pumps. Yard Ordnance personnel opened breech plug of left gun in #1 turret. Continued removal of debris and material from forward storerooms at 3rd deck. (3) Pacific Bridge Company continued progress on port side as follows: Divers burning away blister at frames 85-95, setting H-columns on armor to support section #5 of main patch, setting braces at frames 85-95 for supporting after patch.

UTAH (1) Divers completed pouring concrete seal in ventilation trunk, frame 35 1/2, starboard, between 2nd and main decks. (2) Removed catwalk to #7 airlock to clear area for #16 and #17 head frames. Relaying diver's and driller's air supply lines to #7 air lock. Continued installing backstay connections on longitudinal bulkhead, inside starboard blister and on outer ship's hull. Shoring and patching cofferdam leaks as found necessary. Continued removing strakes D, E, and F, between frames 94-96. (3) Pacific Bridge Company stripped forms from #7 and #8 winch foundations; continued backfilling concrete anchorage; continued construction at Power House; continued drilling holes in base of quay at F-11-N for removal by blasting; continued installation thrust pads on center line keel and rests for back legs of head-frames. Received one barge load of nine head-frames.

ARIZONA (1) Installed wooden cofferdam to close the rear of turret #2 in order to allow unwatering of gun chamber and work toward removal of slide and deck lugs. Used one diver.

YMS285 Completed and departed.

BENNETT Arrived and docked, Floating Dry Dock, YFD2.

REEDBIRD Arrived Berth 11 for repairs.

ALLEN Arrived Berth 18.

HALAWA Completed and departed.

DASHIELL Completed and departed.

14 August, 1943

OKLAHOMA (1) Divers completed check of airport covers on starboard side and replaced those at frames 47, 55, 78 on 2nd deck and at 22 and 28 on main deck. (2) Tested all pumps and continued intermittent pumping forward. Continued removal of material and debris from unwatered forward storerooms. (3) Ordnance personnel continued cleaning and preservation in turret #1. Commenced manufacture of temporary covers for key plate openings in turret roofs. (4) Pacific Bridge Company assisted by Yard riggers, installed section #4 of main cofferdam patch.. Divers continued cutting away damaged blister at frames 85-95, and installing braces at 2nd deck for the support of the after patch..

UTAH (1) Air pressure applied to sections of auxiliary air bubble, as follows:

B-4 - 19 3/4#

B-3 - 14#

B-2 - 13#

B-1 - 12#

Divers located and commenced work to remedy exterior leaks at frames 90 and 25. (2) Completed reinstalling of air piping to #7 airlock to clear righting head frame; and continued installation of backstay connections and the removal of strakes D, L, and F of blister plating at frames 94-96. (3) Pacific Bridge Company installed righting head frames #17 and 16; continued construction of power house, back filling over anchorages, and drilling for blasting in quays F-11-N and F-11-S.

ARIZONA (1) Divers continued securing cofferdam to rear of turret #2. Took measurements of gun ports and assisted shipwrights in making template for gun port cover. Used two divers.

KALOLI Arrived Berth 13

PERMIT Undocked floating drydock (YFD2), completed and departed.

RINGGOLD Arrived Berth 14 for repairs.

TRATHER Arrived Berth 17 for installation of special radio gear.

HALFORD Arrived Berth 17 1/2 for removal of airplane boom.

15 August, 1943

OKLAHOMA (1) Divers check port covers on portside from frame 85 to stern, all secured in place. Removing planking from port side main deck at frame 90 to uncover damage to steel deck plate. (2) Continued intermittent pumping of forward section (0-30). Ran all available pumps. Yard ordnance personnel commenced setting up jig to open breech plug of starboard gun of #3 turret. Continued removal of debris and material from forward storerooms at 3rd deck. (3) Pacific Bridge Company continued progress on port side as follows: divers setting braces on 2nd deck inboard of armor between frames 85-95 to aid in support of after patch, burning away blister at frame 44, rigged patch template into position of #1 section and "took necessary measurements to insure fit.

UTAH (1) Divers continued work to stop exterior leaks from auxiliary air bubble through airport and scupper at frame 25 and through scupper at frame 90, starboard. Maintained pressure in auxiliary air bubble sections. (2) Completed removal of all blister shell plating necessary for installation of backstay connections; installed walkway to #7 airlock; and continued installation of backstay connections on shell plating aft and on longitudinal bulkhead in starboard blister. Installed aircraft warning light on top of head frame #17. (3) Pacific Bridge Company continued backfilling over anchorages on shore; continued construction of power house and drilling in bases of quays for blasting; and surveying for positioning head frames when installed.

ARIZONA (1) Divers marked template for gun port cover for location of securing bolts. Placed additional turn buckles in rear cofferdam, turret #2. Commenced making up gun port cover.

HALFORD Departed after removal of airplane boom

NARWHAL Arrived and docked floating drydock YFD2.

BOGGS Arrived Berth 6 for repairs.

TRIGGER Completed and departed.

WADSWORTH Arrived Berth 17 1/2 for repairs to turbine casing leaks.

PC583 Complete and departed.

TAMAHA Completed and departed.

16 August, 1943

OKLAHOMA (1) Divers continued removal of deck planking in way of damage to steel main deck on port side at about frame 90. Replace missing airport cover at frame 25, port side, (2) Continued pumping forward and tested all pumps. Completed clearing store-rooms on 3rd deck forward and commenced work on 1st platform. (3) Ordnance personnel (X31) continued installation of jig and jacks for opening left gun of #3 turret. (4) Pacific Bridge Company suspended operations for the day (Sunday)

UTAH (1) Divers completed patching auxiliary air bubble leaks at port hole and bolted plate, frame 25, and at scupper, frame 90, starboard side, between the 2nd and main decks. Divers cleaned pump sump and strainer in after cofferdam, starboard side. (2) Continued installing backstay connections on longitudinal bulkhead inside starboard blister and on outer ship's hull; continued reinforcing rivet heads by welding in vicinity of 1st platform level on outer ship's hull and on longitudinal bulkhead inside starboard blister. (3) Pacific Bridge Company, except for pump watch, suspended operations for the day (Sunday).

ARIZONA (1) Divers completed securing cofferdam on turret #2 and blanked off several voice tubes. (2) Began reconstruction of cofferdams, around top of turret #2. (3) Continued construction of cover for gun ports, turret #2.

ESSEX Completed and departed.

LEXINGTON Arrived Berth 3 for repairs.

HONOLULU Arrived Berth 1 1/2 for new bow and repairs.

PC587 Completed and departed.

NARWHAL Undocked floating drydock YFD2.

SC513 Completed and departed.

17 August, 1943

OKLAHOMA (1) Divers completed preparation of port side of main deck shore damaged between frames 85 and 90 for installation metal screen as backing for concrete patch. (2) Continued intermittent pumping forward and tested all pumps. Continued clearing unwatered storerooms on 1st platform forward. (3) Completed installation of jig for opening left gun of turret #3. (4) Pacific Bridge Company divers used template to check clearances for section #1 of main cofferdam patch and resumed cutting away wreckage at frame 44; took contour measurements for section #5 at frame 75; and continued placing braces for the after patch above armor.

UTAH (1) Air pressures applied to sections of auxiliary bubble as follows:

B-4 - 18 1/2#

B-3 - 14#

B-2 - 11#

B-1 - 8 1/2#

Divers located exterior leaks at frames 14 1/2, 30 1/2, 73 1/2, and 74 1/2. (2) Continued installation of back-stay connections and welding rivet points in way of these connections. (3) Pacific Bridge Company continued welding thrust pads to center line keel for head-frames 16 and 17; and continued backfilling over anchorages and construction of power house on shore.

ARIZONA (1) Continued construction of cofferdam around top of turret #2. (2) Completed construction of cover for gun ports, turret #2. (3) Divers searched gun pit for openings that can be closed.

SIRIUS Undocked DD #1, went to Berth 24 for completion.

SPENCE Undocked DD #1, went to Berth 12 1/2 for completion.

PC548 Undocked DD #1, went to Berth 1 for completion.

YMS103 Undocked DD #1, completed and departed.

JACK Undocked DD #2, went to Berth 1 for completion.

GURNARD Undocked DD #2, went to Berth 1 for completion

SAWFISH Arrived (GD2) prior to docking.

16 August, 1943

OKLAHOMA (1) Divers located main condenser sea chest at frames 96-97, port side, in vicinity of damage for blanking. (2) Operated all pumps for test, using motor from pump #11 on #10. Continued clearing un-watered storerooms on 1st platform forward. (3) Ordnance personnel continued efforts to open breech plug of left gun of turret #3. (4) Pacific Bridge Company divers commenced installing hook bolts to hold lower portion of cofferdam patch sections to bottom of ship and continued installation of braces for after patch at top of armor. Dredged high spots in way of installing section #1 of main cofferdam patch.

UTAH (1.) Divers blanking off auxiliary bubble leaks in ports between 2nd and main decks at frames 14 1/2, 30 1/2, 40 1/2, 46 1/2, 73 1/2, and 75 1/2. (2) Continued installing backstay connections and reinforcing rivet heads by welding on longitudinal bulkhead inside starboard blister and on outer ship's hull in vicinity of 1st platform level. (3) Pacific Bridge Co. completed welding thrust pads of head-frames #16 and #17 to the ship; continued backfilling of concrete anchorage, and continued construction of Power House.

ARIZONA (1) Installed cofferdam on face of turret #2 to close gun ports. (2) Continued construction of cofferdam around top of turret #2.

NASHVILLE Arrived and docked DD #2 for rudder repairs. Undocked P.M.; went to Berth 17 for completion.

FULLAM Completed and departed.

RINGGOLD Docked, floating drydock (YFD-2) for repairs to leak in tanks.

WADSWORTH Completed and departed.

CINCHONA Completed and departed.

19 August, 1943

OKLAHOMA (1) Took measurements for manufacture of blank for port main condenser sea chest. (2) Continued intermittent pumping forward and operated all pumps for test. Removed pump #10 for realignment. Continued removal of debris from unwatered store-rooms forward on 1st Platform. (3) Ordnance personnel (X31) opened breech plug on left gun in turret #3 and commenced setting up to open the right gun. Removed one 14" projectile from #3 turret. (4) Pacific Bridge Company divers made final preparations, including cutting wreckage at frame #75; for receiving sections #1 and #5 of main cofferdam patch; placing braces for after patch, and installing bolts to ship for bottom of the main patch sections.

UTAH (1) Divers completed repairs to about ten leaks from the auxiliary air bubble sections. Maintained air pressure in the auxiliary bubble. (2) Continued welding rivet points and installing backstay connections on longitudinal bulkhead in the starboard blister, and on the shell plating forward and aft. (3) Pacific Bridge Co., continued backfilling over the winch foundations and construction of power house on shore; continued drilling for blasting in the bases of the quays; and, with assistance of Haverside crane, set #15 righting headframe in place on ship.

ARIZONA (1) Continued construction of cofferdam around top of turret #2. Expect to set pumps in turret #2 on Friday, August 20.

HALFORD Arrived Berth 11 for reinstallation of airplane boom.

SAWFISH Docked DD #2.

YR22 Docked DD #2.

JACK Completed and departed.

ASHLAND Arrived Berth 24.

RINGGOLD Undocked YFD-2, completed and departed.

20 August, 1943

OKLAHOMA (1) Installed patch to close port main condenser sea chest. (2) Continued testing pumps, pumping forward of frame 30, and removal of debris from unwatered storerooms forward. (3) Ordnance personnel (X31) continued setting jig to open right gun in turret #3. (4) Pacific Bridge Company, with assistance of Yard riggers and 150 ton floating crane, tried in place after closing section (#5) of main cofferdam patch and removed this, section for further modification to obtain better fit. Pacific Bridge Company divers continued setting braces for the after patch and cutting away damaged blister at frame 75.

UTAH (1) Divers completed repair of air leaks from auxiliary bubble through airports at frames 30 1/2 and 45 1/2 starboard and through scupper at frame 15 1/2. (2) Continued installing backstay connections and welding rivet points in way of such connections on starboard side. Drilled hole to vent explosive gas from compt. C-65-1-V. (3) Pacific Bridge Company commenced erection of bomb shelter on Ford Island; continued drilling in quay F-11-N for blasting and grouting to stop leakage in base of F-11-S; and continued installation of rear legs supports for headframes and welding thrust pads to keel.

ARIZONA (1) Completed cofferdam around turret #2. Set timbers for pump foundations across after end of turret. Expect to begin installation of pumps today.

SCORPION Arrived and docked DD #1.

HONOLULU Docked DD #1.

KALOLI Docked, floating drydock YFD-2.

ASHLAND Departed.

GURNARD Completed and departed.

SPENCE Post repair trial.

21 August, 1943

OKLAHOMA (1) Divers caulked blank previously installed on port main condenser sea chest. (2) Continued daily test operation of pumps end intermittent pumping forward of frame 30. Continued removal of debris from storerooms forward. Removed steam kettles from crew's galley as directed by job order. (3) Ordnance personnel (X31) installed a new jig for use in opening right gun of turret #3. (4) Pacific Bridge Company, assisted by Yard riggers and floating crane, installed after end section (#5) of the main cofferdam patch. Continued installation of braces for the after patch at top of armor. Divers worked in connection with the foregoing, and also installing bolts in bottom of section #3 of main patch and cutting away wreckage at frame 76.

UTAH (1) Divers completed blanking off port at frame 45 1/2 and preparing diving float and equipment to enter port side access hole at frame 23 1/2 to check hatch in 2nd deck at frame 18 1/2 for air leaks. (2) Continued installing backstay connections and reinforcing rivet heads by welding on longitudinal bulkhead inside starboard blister and on outer ship's hull in vicinity of 1st platform level. Installing valves at vent holes previously drilled in ship's bottom in order to control venting after main air bubble is applied. (3) Pacific Bridge Company continued backfilling over concrete anchorages; continued construction of Power House; erecting bomb-shelter; drilling holes in base of quay F-11-N for removal by blasting; welding thrust pads of head-frame #15 to ship; and installing supports for rear legs of head-frames.

ARIZONA (1) Began installation of pumps on turret #2. (2) Divers commenced taking soundings of various points on ship for use in completing sketch plan of condition of the ship.

SHAW Post repair trial.

McKEE Completed and departed.

TRATHER Completed and departed.

INDIANA Completed and departed.

22 August, 1943

OKLAHOMA (1) Divers checked section #5 of main cofferdam patch and found in proper position. (2) Tested all pumps and continued pumping forward. Shop X99 repaired pump #10 at berth 5. Continued removal of debris and stores forward. (3) Ordnance personnel (X31) partially opened breech of right gun of turret #3. (4) Pacific Bridge Company, with assistance of Yard riggers and 150 ton crane, set in place section #1 of main cofferdam patch, thus completing the preliminary setting of this entire patch (5 sections) from frame 43 to 75. Divers installed bolts in bottoms of sections 2 and 3 and installed braces of the after patch at frame 92.

UTAH (1) Divers entered airlock #3 and opened charging valve located in A-97-V (hold); continued work to close hatch in 2nd deck, frame 18 1/2, entering through access hole in port side at frame 23 between main and 2nd decks. This will separate main and auxiliary bubbles. (2) Continued installing backstay connections and reinforcing rivet heads by welding on longitudinal bulkhead inside starboard blister and on outer ship's hull in vicinity of 1st platform level; continued chipping and cleaning outer ship's hull in vicinity of 1st platform level in cofferdam between frames 31 and 44; completed installation of valves to vent holes in ship's bottom. (3) Pacific Bridge Company continued backfilling over concrete anchorages; erecting bomb shelter; drilling holes in base of quay F-11-N for removal by blasting; welding thrust pads at head-frame 15; installing supports for rear legs of head-frames; and installed head-frames 11, 12, and 14 on ship.

ARIZONA (1) Continued installation of three gasoline pumps on turret #2. Took suction with two pumps. Lowered water level to top of shoring under slides (about eight feet).

YMS118 Arrived, docked Marine Railway, undocked and departed. Propeller replaced.

NASHVILLE Completed and departed.

PRINCETON Completed and departed.

BOGGS Docked Marine Railway.

HALFORD Completed and departed.

23 August, 1943

OKLAHOMA (1) Divers inspected ship's bottom for distance of 30 ft. inboard from turn of bilge between frames 90 and 130, port. General distortion of shell plating in this area was evident. Numerous wrinkles varying in depth, some as much as 3 ft., were noted. Rupture of shell plating or major structural damage is not indicated. (2) Tested all pumps and continued pumping forward. Ordnance personnel (X31) removing working equipment from #3 to #4 turret and completed temporary wooden covers for #4 turret top openings. Continued removal of debris and stores forward. (3) Pacific Bridge Company suspended operations for the day (Sunday).

UTAH (1) Divers completed securing hatch closed in 2nd deck at frame 18 1/2 (hold), entering ship through access hole in port side at frame 23, between main and 2nd decks. Established auxiliary air bubble within ship between 2nd and main decks to the following maximum pressures:

B-1	-	11 1/2#
B-2	-	12 1/2#
B-3	-	14#
B-4	-	18-3/4#

In view of the rapid rate at which maximum pressure was obtained in B-4, the water level will be checked by drilling test hole in starboard side of ship between 2nd and main decks close to main deck level.

(2) Continued installing backstay connections and reinforcing rivet heads by welding on longitudinal bulkhead inside starboard blister and on outer ship's hull in vicinity of first platform level. Continued chipping and cleaning outer ship's hull in vicinity of first platform level. Reinstalled air lines to #5 airlock. Completed boardwalk through head frames 11 and 12. (3) Pacific Bridge Company suspended operations for the day (Sunday).

ARIZONA (1) Removed from turret #2, 1 - 10" gas driven pump (Salvage Section pump) for overhaul. Replacement pump from X99 is being installed. Divers continued locating and closing off openings and minor leaks in Turret #2.

KEOSANQUA Arrived Berth 20 for repairs.

24 August, 1943

OKLAHOMA (1) Divers took measurements to determine vertical location of the lowest projection of the main cofferdam patch section relative to the centerline keel in connection with finding maximum draft when ship is refloated. (2) Tested all pumps and continued intermittent pumping forward. Continued removal of material from forward storerooms on 1st platform level. (3) Ordnance personnel opened the breech of the left gun in turret #4. (4) Pacific Bridge Company divers set braces for the after patch on the 2nd deck, frames 90-95, port side; installed six bolts connecting the bottoms of sections 3 and 4 of the main patch to the bottom of the ship, jetting out soil as necessary to clear for this work; resumed cutting away damaged blister at the forward end of section 1 of the main patch.

UTAH (1) Maintained air pressures in the various sections of the auxiliary bubble between the 2nd and main decks on the starboard side as follows:

B-1 - 12 1/2#

B-2 - 13#

B-3 - 14 1/2#

B-4 - 17 1/4#

Divers checked the air hose connection to section B-4. (2) Continued installing backstay connections and welding rivet points in way thereof on starboard side. Relocated temporary ventilation ducts to clear for setting of head frames and installed walkway through head frames 8 and 9. (3) Pacific Bridge Company continued erecting bomb shelter on Ford Island; drilled holes for blasting at the base of quay F-11-N and installed righting head frames 4, 5, 8, and 9.

ARIZONA (1) Installed the third ten inch gas pump on turret #2. Expect to begin unwatering gun chamber and pit today.

PC548 Completed and departed.

SPENCE Completed and departed.

25 August, 1943

OKLAHOMA (1) Divers inspected the accessible portion of the bottom of the ship on port side, between frames 75-90 and found no ruptures. (2) Continued pumping forward of frame 30 and operated all pumps for test. Continued removal of debris and material from store-rooms forward on the 1st platform. Completed measurements of the low points of the main cofferdam patch to determine their relation to the center-line keel. Took strain gauge readings on the tackles holding the ship and found no appreciable change in tension. (3) Ordnance personnel completed the opening of the breech of the left gun of turret #4 and commenced installation of jig to open the center gun. (4) Pacific Bridge Company, assisted by the Yard riggers and 150 ton crane, removed, altered, and reinstalled section #1 of the main cofferdam patch in order to obtain a better fit; divers continued installation of bolts in the bottom of the main patch sections and the installation of angle brace at the 2nd deck, between frames 92 and 95, port side, to support the after patch when installed.

UTAH (1) Applied air pressure to the auxiliary bubble sections and the after three sections of the main bubble as follows:

B-1 - 12 ½ #
B-2 - 13 #
B-3 - 15 #
B-4 - 17-¾ #
M-5 - 1 ½ #
M-6 - 5 ½ #
M-7 - 7 #

Divers investigated and commenced repairing leaks that developed. (2) Continued the installation of back stay connections and welding of rivet points on the starboard side. Installed aircraft warning lights on the tops of head-frames 4 and 11, in addition to the one already installed on 16. (3) Pacific Bridge Company completed the drilling of holes for blasting in the base of quay F-11-N and continued drilling in quay F-11-S; continued back-filling over concrete anchorages on Ford Island; and welding of thrust pads and leg rests for the head frames on the bottom of the ship.

ARIZONA (1) Continued the installation of pumps for the unwatering of the gun chamber of #2 turret. Utilized the services of divers as necessary. (2) Took elevation of various parts of the ship in order to determine its present position.

25 August, 1943

KALOLI Undocked, Floating Dry dock YFD-1, went to Berth 12 for completion.

ALLEN Completed and departed.

REQUISITE Arrived Berth 13 for repairs.

26 August, 1943

OKLAHOMA (1) Divers inspected the 12" channel at bottom of main cofferdam patch trusses in connection with possible removal of the outer ends to decrease draft. (2) Operated all pumps for tests and continued pumping forward of frame 30 as necessary. Continued removals from forward storerooms on 1st platform. (3) Ordnance personnel commenced efforts to open breech of center gun, turret #4. (4) Pacific Bridge Company, using divers as necessary, took measurements for fitting #1 section of main patch; continued installation of securing bolts in bottom of main patch sections in outer row; placed angle braces for patch frames 85-95; and cut away blister as necessary to clear for this patch; installed eight H-beam braces from ship to top of trusses for sections 4 and 5 of the main patch.

UTAH (1) Auxiliary and main air bubbles established to the following pressures:

B-1 - 13#	M-1 - 1#
B-2 - 13#	M-2 - 2 #
B-3 - 15#	M-3 - 3#
B-4 - 17 1/2#	M-4 - 4-3/4#
	M-5 - 5 #
	M-6- 5#
	M-7- 6 1/2#

Divers patching various leaks in ports and scuppers previously found. (2) Continued installation of backstay connections and reinforcing rivet heads by welding on longitudinal bulkhead in starboard blister and on outer ship's hull in vicinity of 1st platform level; continued repairing board walk between ship and Ford island; securing closed access holes to oil tanks in ship's bottom. (3) Pacific Bridge Company continued construction of Power House; retaining wall in front of anchorages; backfilling over concrete anchorages; drilling holes in base of quay F-11-S for removal by blasting; welding head frame thrust pads to ship's center line keel; commenced installing false-keel within thrust pads and measuring, lengths for backstay wires.

ARIZONA (1) Partially unwatered gun chamber of turret #2 by pumping and installed an additional pump to allow complete unwatering. (2) Surveyors completed taking elevations of various points on ship. (3) Divers assisted in both of above operations.

26 August, 1943

CHEW Arrived Beth 6 for repairs.

PURSUIT Completed and departed.

27 August, 1943

OKLAHOMA

(1) Continued intermittent pumping forward and daily test of all pumps. (2) Ordnance personnel damaged jig in efforts to open center gun of turret #4 and commenced manufacture of new jig. (3) Pacific Bridge Company set in place patch above top of armor at frames 31-43 port side; continued installing bolts in bottom of main cofferdam patch sections; and setting angle braces for after patch at frame 93, port side.

UTAH (1) Auxiliary and main air bubbles established to the following pressures: (maximum).

B-2 - 12#	M-2 - 3#
B-3 - 15#	M-3 - 6#
B-4 - 17 1/2#	M-4 - 8 1/4#
	M-5 - 8 1/2#
	M-6 - 10#
	M-7 - 11#

Divers patching minor air leaks as they occur from increasing air pressures. (2) Continued installation of backstay connections and reinforcing rivet heads by welding an longitudinal bulkhead inside starboard blister and on outer ship's hull in vicinity of 1st platform level; continued closing access holes in oil tanks in ship's bottom. (3) Pacific Bridge Company continued construction of Power House; completed retaining wall in front of concrete anchorages; continued backfilling over concrete anchorages; continued drilling holes in base of quay F-11-S for removal by blasting; continued welding head frame thrust pads to ship; continued installing false keel to cover thrust pads.

ARIZONA (1) Unwatered gun chamber of turret #2 to within four feet of bottom of gun pit. Made preparations for gas cutting to remove part of the structure around trunnions and casting loose slides. Divers assisted in turret.

FLYING FISH Undocked Dry dock #3, went to Berth 1 for completion.

TINOSA Undocked Dry Dock #3, went to Berth 1 1/2 for completion.

YO43 Arrived Berth 3 for repairs.

YMS260 Arrived and docked Marine Railway.

CHENG-HO Arrived Berth 15 prior to docking.

28 August, 1943

OKLAHOMA (1) Continued pumping and test aeration of pumps as before. Resumed clearing, unwatered storerooms forward. (2) Ordnance personnel continued manufacture of new jig for center gun of turret #4. (3) Pacific Bridge Company continued installation of bolts in the bottom of #1 and #2 sections of main cofferdam patch; cutting away damaged blister at frame 92; installing braces and measuring for expanded metal form for the after patch; installing thrust members from ship to the upper ends of main patch girders; and shifting temporary scaffolding used for hanging the forward patch to the after patch.

UTAH (1) Main and auxiliary air bubbles maintained with the following air pressures: (Maximum)
B-1 - 12-3/4# M-1 - 6-3/4# M-5 - 9 1/2#
B-2 - 12-3/4# M-2 - 3# M-6 - 10-3/4#
B-3 - 15-3/4# M-3 - 7 1/2# M-7 - 11 1/2#
B-4 - 17-3/4# M-4 - 9#

(2) Divers continued patching and plugging air leaks on port side between frames 50 and 80 on ship's hull. (3) Continued installation of backstay connections and reinforcing rivet heads by welding on longitudinal bulkhead inside and on outer ship's hull in vicinity of 1st platform level- 78 percent completed. (4) Continued closing access holes in oil tanks in ship's bottom. (5) Pacific Bridge Company continued construction of power house; backfilling on anchor bars; welding head-frame thrust pads to ship's keel; drilling holes in base of quay F-11-S for blasting; and installing false keel to cover thrust pads.

ARIZONA (1) Unwatered turret #2 to bottom of slides. Tested for gas. Began removal of bolts holding cover plates on trunnions and cutting away structure to make more working space around trunnions. (2) Shipfitter making up jig for test pulling of keys in barbette armor of turret #3 and #4.

YMS260 Undocked Marine Railway, completed and departed.

DOLPHIN Arrived Berth 1 for overhaul.

SAURY Arrived and docked Dry Dock #3.

SHAW Docked Dry Dock #3.

JACK Arrived and docked Floating Dry Dock (YFD2).

BOGGS Undocked Marine Railway, went to Berth 6 for completion.

29 August, 1943

OKLAHOMA (1) Continued daily tests of all pumps and intermittent pumping to maintain ship unwatered forward of frame 30. (2) Ordnance personnel (X31) continued installation of new jig to open center gun of turret #4. (3) Pacific Bridge Company continued erecting framework for supporting after patch at installation. Divers continued installing tension bolts in the bottom of sections #2 and #3 of the main cofferdam patch; commenced installing bolts in the forward patch; installing braces and wire mesh, frames 85-95 port side; and cutting away wreckage at frames 93-96 port.

UTAH (1) Maintained pressures in air bubble sections M-7 and B-4 at 11 1/4# and 19# respectively for approximately six hours. Maintained maximum pressures in the remaining main and auxiliary air bubble sections as follows:

B-1 - 12 1/2# M-1 - 6 1/2# M-4 - 9 1/4#
B-2 - 12 1/2# M-2 - 3 1/4# M-5 - 9-3/4#
B-3 - 16-3/4# M-3 - 7 1/4# M-6 - 10#

M-1 was reduced to 2-3/4# during the forenoon. (2) Divers continued patching and plugging air leaks on port side of ship's bottom between frames 50 and 80. (3) Continued installation of backstay connections by welding inside starboard blister aft and on ship's hull forward - installation 82 percent complete. (4) Pacific Bridge Company continued construction of powerhouse; backfilling on anchor bars; welding head frame thrust pads to ship's keel; drilling holes in base of quay F-11-S for blasting; and installing false keel to cover thrust pads.

ARIZONA (1) Pumping turret #2. Continued disassembly of trunnion covers on preparation for lighting slides. (2) Began making up metal suction pipes to eliminate necessity of using rubber suction hose as an elbow at the pump. (3) Completed making and installing jig for test pulling of keys in #3 barbette armor.

SAWFISH Undocked Dry Dock #2 to DG2 for completion.

YR22 Undocked.

HOGA Arrived Berth 3 for installation of ventilation system.

CHENG-HO Docked Marine Railway.

SWAN Completed and departed.

30 August, 1943

OKLAHOMA (1) Divers received instructions in underwater cutting. (2) Continued pumping forward and tested all pumps. Lighted electric cable float from ship to quay F-5-N. Continued clearing storerooms forward on 1st platform. (3) Ordnance personnel (X31) continued preparations for opening center gun of turret #4. (4) Pacific Bridge Company suspended work for the day (Sunday.)

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Divers continued patching and plugging air leaks on port side of ship's bottom between frames 50 and 80. (3) Continued installation of backstay connections by welding inside starboard blister aft and on ship's hull forward installation 85 percent complete. (4) Pacific Bridge Company suspended operations for the day. (Sunday).

ARIZONA (1) Pumping turret #2. Removed trunnion cover plate (port). Continued work to remove cap square. (2) Withdrew one key, in #3 barbette armor about 4" with two 25 ton jacks.

FLYING FISH Docked Dry Dock #2.

CHEW Completed and departed.

31 August, 1943

OKLAHOMA

(1) Divers assisted in reinstallation of #10 deepwell pump down trunk C-23. Received instructions in underwater cutting. (2) Continued pumping as before. Reinstalled #10 deep well pump after repairs. (3) Ordnance personnel installed jig for opening center gun of turret #4. (4) Pacific Bridge Company divers installed tension bolts in the bottoms of sections 4 and 5 of main patch thus completing installation of these bolts in all sections; placed wire mesh to hold concrete at top of armor, frames 85-95, port; and continued cutting away wreckage below armor at frames 90-95, port.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Divers continued stopping air leaks on port side of ship's bottom between frames 50 and 80. (3) Continued installation of backstay connections by welding inside starboard blister aft and on ship's hull, forward. Installation complete. (4) Pacific Bridge Company began installation of reinforcing timbers on #16 and #17 head frames; Continued installing false keel to cover thrust pads; welding thrust pads to ship's keel; drilling in base of quay F-11-S for blasting; backfilling on anchor bars; and construction of powerhouse.

ARIZONA (1) Continued pumping gun chamber of turret #2, and preparations for removal of slides. Removed some structure to obtain working space.

HONOLULU Undocked Dry Dock #1, to berth 2 for completion.

SCORPION Undocked Dry Dock #1, to redock 1 September, 1943.

CRYSTAL Completed and departed.

SIRIUS Completed and departed.

CHENG-HO Undocked Marine Railway, to Berth 15 for completion.

SHAW Undocked Dry Dock #3, to Berth 18 for completion.

SAURY Undocked Dry Dock #3, completed and departed.

JACK Undocked Floating Dry Dock YFD2, completed and departed.

1 September, 1943

OKLAHOMA (1) Divers recovered 8 gas cylinders dropped overboard by contractor in handling. (2) Continued intermittent pumping forward and tested all pumps. Removed debris from main deck at frame 17. Installed discharge pipe on pump #7. (3) Ordnance personnel opened breech of center gun, turret #4. (4) Pacific Bridge Company removed 8 winch motors for overhaul. Divers commenced installing horizontal bolts securing sections 3 and 4 of main cofferdam patch to the ship; continued placing wire mesh for retaining concrete in hole in port side of ship at top of armor at frames 90-95; and placed patch form at bottom of armor, frames 85-95, port side.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Divers continued stopping air leaks on port side of ship's bottom, between frames 50 and 80. (3) Continued installation of backstay connections by welding inside starboard blister aft and on ship's hull forward. Installation 90 percent complete. (4) Pacific Bridge Company continued installing reinforcing timbers on headframes; installing false keel to cover thrust pads; welding thrust pads to ship's keel; drilling "C" circle in base of quay F-11-S for blasting; backfilling on anchor bars; and construction of powerhouse.

ARIZONA (1) Pumping turret #2. Replaced hose on one 10" gas pump with metal suction pipe. (2) Removed left trunion cap square. (3) Began cutting away structure (underwater) to permit removal of elevating screw and nut. (4) Took measurements and determined by sketch and template to scale that the front armor plate must be removed to allow lifting of the slides.

YO43 Docked Marine Railway.

SCORPION Redocked Dry Dock #3.

YSD74
Docked Dry Dock #3.

HALAWA Arrived Berth 17 for pump installation.

SAWFISH Completed and departed.

2 September, 1943

OKLAHOMA (1) Divers examined patch below armor at frames 85-95 and practiced underwater cutting. (2) Tested all pumps and continued pumping forward. Lengthened discharge pipe of pump #6 to clear main cofferdam patch. (3) Ordnance personnel opened breech of the right gun of turret #4, thus completing the opening of all turret guns. (4) Pacific Bridge Company divers commenced placing retaining sheathing at the inboard end of the bottom of section #1 of main patch; continued installation of horizontal bolts in patch below armor at frames 85-95 port; and installing horizontal bolts in section #3 of main patch. (5) The status of righting winches and rigging is as follows:
(a) Winches 11, 12, 17 and 20 and righting gear have been disconnected and removed.
(b) Electric motors and gear boxes have been removed from winches 10 to 21, inclusive for overhaul.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Divers continued stopping air leaks on port side of ship's bottom and prepared to begin work inside of ship through #7 airlock. (3) Continued installation of backstay connections inside starboard blister and on ship's hull forward. installation 91.1 percent complete. (4) Pacific Bridge Company began excavating for electrical conduit from transformer to powerhouse; continued construction of powerhouse; installing false keel to cover thrust pads, and drilling "C" circle in base of quay F-11-S for blasting.

ARIZONA (1) Pumping turret #2. Began removal of right trunion cap square. Diver cutting away structure to permit removal of elevating screw and nut. (2) Set two 8" electric deep well pumps in turret #3.

HONOLULU Completed and departed.

KEOSANQUA Completed and departed.

KALOLI Completed and departed.

3 September, 1943

OKLAHOMA (1) Navy divers inspected lower patch at frames 85-95 and found to fit satisfactorily. (2) Continued intermittent pumping of forward section (0-30). Ran all available pumps. Removing fire hazards from cleared decks. Fabricating an angle less for pump discharges. (3) Pacific Bridge Company continued operations on port side as follows: divers placing sand bags and expanded metal screen at inside of patch below armor at frames 85-95, patching and placing sandbags at short return of large patch at sections 4 and 5, placing angle braces in forward patch. Set horizontal thrust members at top of main patch trusses in sections 1 and 2. Lengthened scaffolding of tremic concrete pipe.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) In #7 airlock, divers repaired and overhauled the W.T.H. in the ship's hull. (3) Divers continued stopping air leaks on port side of ship's bottom. (4) Continued installation of backstay connections inside starboard blister and on ship's hull forward. 91.4 percent complete. (5) Pacific Bridge Company began taking measurements for wire rope backstays; continued installing false keel to cover thrust pads; welding thrust pads on ship's keel.; drilling "C" circle in base of quay. F-11-S for blasting; excavating for electrical conduit from transformer to powerhouse; and construction of powerhouse.

ARIZONA

(1) Pumping turret #2. Completed casting loose cap square on right trunnion. (2) Began removing clame proofing strip across top front of slides, connecting slides and front plate. (3) Began removing bolts in front plate securing castings. (4) Inspected sight yokes under slides in preparation for their removal. (5) Diver cutting structure around elevating screw transom to permit removal of screw nut and transom as one unit. (6) Electrician began installing switch boxes and connecting electric pumps on turret #3.

LITCHFIELD Arrived and docked Floating Dry Dock YFD2, for repairs to underwater sound gear.

YO43 Undocked Marine Railway, went to Berth 14 for completion.

REEDBIRD Completed and departed..

NEW ORLEANS Arrived and docked Dry dock #1.

SANTA FE Arrived Berth 3, prior to docking.

HOGA Completed and departed..

KERN Arrived Berth 12 for repairs.

4 September, 1943

OKLAHOMA (1) Divers examined the after and outboard bulkheads in compartment C-8 for tightness and took measurements for patch for drainage hole previously cut through bulkhead 83 from C-8 to C-2. Bulkheads are apparently not damaged. (2) Conducted daily test of all pumps and continued intermittent pumping forward of Fr.30. (4) Pacific Bridge Company divers placed expanded metal in the hole below armor frames 76-55 port side and closed holes with wood in after end patch at frame 95 in preparation for pouring concrete, and installed angle braces in the forward patch.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) In #7 air bubble section, divers opened manholes in 2nd platform deck as follows: Fr. 104 1/2 port from D-2A to D-94-1-V; Fr.104 1/2 starboard, from D-23 to D-93-1-V. These divers tested for poisonous and explosive gases in all compartments entered in performing this operation. No gases discovered. (3) Divers continued stopping airleaks on the port side of ship's bottom. (4) Continued installation of backstay connections inside starboard blister and on ship's hull forward. 93 percent completed. (5) Pacific Bridge Company continued installation of cross bracing on 17, 16, 15 and 14 head frames; installing false keel to cover thrust pads; welding thrust pads on ship's keel; drilling "C" circle in base of quay F-11-S for blasting; excavating for electrical conduit from transformer to powerhouse; and construction of powerhouse.

ARIZONA (1) Pumping turret #2. Removing front plate securing bolts. Cutting structure around elevating screw; assembly to permit removal. (2) Set two more 8" electric deep well pumps in turret #3. Continued making electrical connections.

NEW ORLEANS Undocked Dry Dock #1, went to Berth 2 for completion.

LITCHFIELD Undocked YFD2, completed and departed.

5 September , 1943

OKLAHOMA (1) Divers installed bolted wood patch to close hole in bulkhead 83 between C-8 and C-2. Surveyed bulkhead 83 and outboard bulkeads in compartments C-24 and C-30 and found no damage, except that in the after outboard corner of C-30 bulkheads are loose from decck for 3 or 4 feet from the corner. (2) Tested pumps and continued pumping forward of Fr.30. Installed platform for reading draft gauge at the bow. (3) Ordnance personnel continued cleaning guns in turret #4. (4) Pacific Bridge Company completed preparations and poured 48 cubic yards of concrete to complete patch below armor frames 85-95, port side; and poured 28 cubic yards to close opening at bottom of armor at frs. 74-85, port side.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) In #7 airlock divers drilled fourteen 3/4" holes in D-7 in 2nd platform, port side to D-28-M and D-27-M; removed water from D-23 between the 2nd and 1st platforms; and drilled 3-1/2" holes in D-98-V, 3-1/2" holes in D-99-V between the hold and 2nd platform for drainage. (3) Divers continued stopping air leaks on the port side of ship 's bottom. Completed patch over rupture at Fr. #60. (4.) Continued installing backstay connections inside starboard blister and on ship's hull forward welding and welding rivet heads inside starboard blister aft. (5) Pacific Bridge Company continued installing cross bracing on 16, 15 and 14 head frames; installing false keel over thrust pads on ship's keel; drilling "C" circle in base of quay, F-11-S; constructing powerhouse; and began installing electrical conduit from transformer to powerhouse.

ARIZONA (1) Pumping turret #2. Continued removal of securing bolts in front plate castings. Continued preparing elevating nut, screw, and transom for removal.
(2) Connecting deep well electric pumps in turret #3. Expect to test pumps today.

SANTA FE Docked Dry Dock #1.

HALAWA Docked Floating Dry Dock #2.

CHENG-HO Completed and departed.

6 September, 1943

OKLAHOMA (1) Divers examination in compartment C-30 indicate that the outboard bulkhead is damaged and the inboard bulkhead at top and bottom for about 10 feet in from outboard corner. Took measurements of drainage and access hole previously cut through bulkhead 83 from C-23 to C-4 just above 2nd platform, for use in manufacture of bolted wood patch.
(2) Operated all deep well pumps for 5 hour test, and found all satisfactory except #10 which was removed for repairs. Conducted 2 hour test of gasoline pumps. (3) Pacific Bridge Company suspended operations for the day (Sunday).

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2.) In #7 airlock divers drilled drain holes in 2nd platform deck as follows: One 3/4" hole in each location, frame 104 1/2 starboard from inboard side of D-23 to D-49-M; at frame 104 1/2, port, from outboard side of D-24 into D-50-M. These divers moved equipment and made preparations for diving in #6 airlock. (3) On port side of ship's bottom between frames 68-72 divers caulked outboard section adjacent to docking keel, cleaned and prepared to install a concrete form for a patch between frames 81-89 adjacent to docking keel. (4) Continued installing backstay connections inside starboard blister and on ship's hull forward by welding. Also in starboard blister aft. (5) Pacific Bridge Company suspended operations for the day (Sunday).

LEXINGTON Completed and departed.

FLYING FISH Undocked Dry Dock #2, went to Berth 1 for completion.

PC589 Arrived Berth 20 for repairs.

PC1125 Arrived Berth 15.

HAVISIDE CRANE Arrived Berth 6 prior to docking.

ARIZONA (1) Pumping turret #2. Continued removing bolts to free front plate for lifting. Continued preparing elevating screw and nut for lifting. Designed cofferdam for front of turret to replace front armor plate. (2) Completed connecting 8" deep well electric pumps on turret #3. Tested pumps and began necessary adjustments.

7 September, 1943

OKLAHOMA (1) Divers commenced survey to determine locations of mud line under ship on starboard side. (2) Continued pumping forward and conducted daily test of pumps. Opened manholes to A-85-W and A-86-W and these tanks empty. (3) Pacific Bridge Company placed girder in the forward patch with thrust members to barbettes #1 and #2 to support patch against water pressure and continued installation of thrust beams for upper ends of girders on section #1 of main patch. Divers placed sand bage to retain concrete in bottom of sections 3 and 4 of main patch and installed four horizontal bolts to ship in forward patch.

UTAH (1) Maintained pressures in main auxiliary air bubble sections. (2) In #6 airlock, divers installed access ladders from hatch in hull to 1st platform; made tests for explosive and poisonous gases and found no concentration of either. (3) On the port side of ship's bottom between Frs. 81-89, divers began constructing a form for concrete patch adjacent to docking keel. (4) Continued installing backstay connections inside starboard blister and on ship's hull forward by welding. (5) Pacific Bridge Company poured four concrete anchors for boat landing opposite #17 winch foundation; continued construction of powerhouse; installing electrical conduit from transformer to powerhouse, cross-bracing headframes; taking measurements of backstay wires; drilling in base of quay F-11-S for blasting; and installing false keel on thrust pads.

ARIZONA

(1) Pumping turret #2. Continued preparing front plate for removal. Continued casting loose elevating screw nut and transom. (2) Tested deep well pumps in #3 turret and found that 3 (of 5) must be removed for adjustments.

HALAWA Undocked Floating Dry Dock YFD2, went to Berth 23 1/2 for completion.

INDIANA Arrived Berth 17 for alteration.

INDEPENDENCE Arrived Berth 23 for repairs.

8 September, 1943

OKLAHOMA (1) Divers made survey to locate mud line under the port side of the ship. (2) Continued intermittent pumping forward and tested all pumps. Reexamined tanks A-85-W and A-86-W and found flooded to about 5 feet from top. Found tank A-83-W empty. Commenced installation of platform and access to stern draft gauge. (3) Pacific Bridge Company using divers, set in place patch at top of armor at frames 85-95 port side; continued installation of bolts and braces in forward patch, frames 31-43; and placing sand bags in bottom of sections 3 and 4 of main cofferdam patch.

UTAH (1) Maintained pressure in main and auxiliary bubble sections. (2) Divers stopped air leak through bottom of ship on port side by plugging rivet holes at frame 60 and 81 and constructing form for closing damage at frames 81-89 by tremie concrete. Divers working through #6 airlock, tested for gasses, searched for air leaks into section #5 through bulkhead 80 in starboard engine room (C-1), and commenced removal of floor plating over access hole in C-1. (3) Continued welding backstay connections on starboard side. (4) Pacific Bridge Company continued backfilling on Ford Island; constructing power house; installing wood docking keel over thrust pads; and drilling for blasting in base of quay F-11-S.

ARIZONA (1) Pumping turret #2. Completed removal of securing bolts in bottom of front armor plate. Began removal of sight mechanism. Removed weights used for submerging front plate cofferdam for use on cofferdam around #4 barbette. (2) Removed three 8" electric deep well pumps from turret #3 for repair and adjustment on lighter alongside.

SANTA FE Undocked Dry Dock #1, went to Berth 3 for completion.

PC599 Arrived and docked Marine Railway.

HAVISIDE CRANE Docked Floating Dry Dock YFD2.

YMS100 Arrived Berth 20, prior to docking.

SIGSBEE Arrived Berth 18, prior to docking.

YFB45 Keel laid this date.

9 September, 1943

OKLAHOMA (1) Navy divers fabricated bolted patch to cover access hole previously cut from C-23 to C-4. Cleared obstructions at bulkhead 83 but did not install patch. (2) Continued intermittent pumping of forward section (0-30). Run all available pumps. Fabricated and installed walkway to stern draft gauge. Sounded forward tanks as follows: A-81-V at 19.5', A-82-V at 21.0', A-83-W is empty, A-84-W at 24.0', A-85-W at 22.0', A-86-W at 22.00'; sounding tubes for A-87-V and A-88-V are aft of bulkhead at frame 30 and are consequently inaccessible, these tanks will be reached through compartments A-107 and A-106. (3) Pacific Bridge Company continued progress on port side as follows: Divers placing horizontal tie rods in patch at Frs. 85-95, placing sand bags in section 3 of main patch, set into position upper patch at Frs. 76-85.

UTAH (1) Maintained pressure in main and auxiliary bubble sections. (2) Divers continued constructing a Concrete form on ship's bottom between frames 81-89, port, adjacent to docking keel. (3) In #6 airlock divers tested for gas; completed removing floor-plates in forward section of C-1 (engine room); closed seven valves on pipes passing through bulk-head frame 80; rigged two ladders for access in C-1; and located air leak in bulkhead 80 in C-1 near centerline just above 3rd deck. (4) Continued welding backstay connections on starboard side, forward. (5) Pacific Bridge Company completed pouring concrete on electrical conduit from transformer to powerhouse; continued construction of powerhouse; installing a false keel over the thrust pads; welding thrust pads to ship's keel; and drilling in base of quay F-11-S for blasting.

ARIZONA

(1) Suspended operations in turret #2 due to necessity for pump repairs. (2) Completed repairs on 1 (of 3) deep well pumps previously removed from turret #3. (3) Lowered water level about 6 feet in barbette 3 and 4 by operating the two remaining deep well pumps.

REQUISITE Completed and departed.

10 September, 1943

OKLAHOMA

(1) Divers installed bolted patch to close access hole previously cut in bulkhead 83, between C-23 and C-?. (2) Continued pumping and testing pumps as before. Rechecked draft gauges by level readings and found that ship has a trim of 10" down by the bow. Stern draft gauge will be adjusted to suit. (3) Pacific Bridge Company divers continued installation of bolts in the forward patch; adjusting patch at top of armor, Frs.76-85, port side, to final position; and tightening bolts in the main patch.

UTAH (1) Maintained pressures in main and auxiliary bubble sections. (2) In #6 airlock divers plugged three holes in bulkhead 80 in C-1 as follows: One 3" voice tube opening 2' from outboard bulkhead, one 3" rivet hole near waterline in center of engine room and one 1" hole 4' from inboard bulkhead, near the floorplates. These divers also located and inspected a manhole in longitudinal bulkhead at Fr.85 between C-1 and C-2 (Engine rooms.) (3) Divers continued constructing a form for a concrete patch 30'x3' on ship's hull to close rupture between Frs.81-89, port side, adjacent to docking keel. (4) Continued welding backstay connections on ship's hull, starboard side, forward. (5) Pacific Bridge Company continued construction of powerhouse; cross bracing headframes; installing a false keel over the thrust pads; welding thrust pads to ship's keel; and drilling in base of quay F-11-S for blasting.

ARIZONA

(1) Continued pumping turret #2. Removed four telescopic sights from sight yokes under slides. Made preparations for cutting corner angles for removal of front armor plate. (2) Resecured cofferdam around #4 barbette and recaulked underwater around bottom at main deck. Reinstalled two 8" electric deep well pumps in barbette #3 after repair.

INDIANA Docked Dry Dock No.2.

PC599 Undocked Marine Railway, went to Berth 9 for completion.

PC589 Docked Marine Railway.

YMS100 Docked Marine Railway.

RUFF Arrived Berth 20.

STEVENS Arrived Berth 15.

BOGGS Completed and departed.

YO43 Completed and departed.

McKEE Arrived Berth 13.

11 September, 1943

OKLAHOMA (1) Divers commenced constructing sand bag enclosure and installed expanded metal in way of damage on port side of main deck at about Fr. 90 for a concrete patch. (2) Continued pumping forward and daily tests of pumps as before. Commenced pumping tank A-84-W. Removed antenna trunks above superstructure deck for use in ventilating the interior of the ship. (4) Pacific Bridge Company removed winch #21 for transfer to UTAH. Divers tightened bolts, plugged holes, and otherwise checked main cofferdam patch for readiness for concrete. Installed securing bolts and expanded metal in patch at top of armor, Frs. 85-95 port side.

UTAH (1) Maintained pressures in main and auxiliary bubble sections. (2) In #6 airlock, divers plugged two 4" holes in bulkhead between C-I and C-41 at Fr.81, 6" above 3rd deck level; and discovered three voice tube packing gland leaks in bulkhead 80 near the throttle valves in C-1. (3) Divers continued constructing a form for a concrete patch 30'x3' on ship's hull to close rupture between Frs.81-89, port side, adjacent to docking keel. (4) in #7 airlock, divers tested for gases and received instruction in use of rescue breathing apparatus. (5) Continued welding backstay connections on ship's hull starboard side. (6) Pacific Bridge Company installed winches #1 and #2; continued backfilling and constructing powerhouse on Ford Island; welding thrust pads to ship's keel; installing false keel on thrust pads; cross bracing on head frames; and drilling in base of quay F-11-S for blasting. (This project is 55 percent complete.)

ARIZONA (1) Pumping turret #2. Began cutting to free front armor plate for lifting to clear for removal of slides. (2) Began pumping with four deep well pumps in barrette #3 to lower water level in barbets #3 and #4, in order to investigate and free foundations of turret #4 for removal. Shaft bearing burned out on one pump, and it was found impossible to lower the water level sufficiently with the remaining three pumps.

PC599 Completed and departed.

HALAWA Completed and departed.

SIGSBEE Docked Dry Dock #1.

INDIANAPOLIS Arrived Berth 17.

YT205 Arrived and hoisted out for replacement, of propeller.

McKEE Departed.

11 September, 1943

STEVENS Departed.

SANTA FE Completed and departed.

12 September, 1943

OKLAHOMA (1) Divers raised temporary draft marks at stern 4" to correct position. (2) Continued operation and testing of pumps. Completed pumping out tank A-84-W and opened A-28-3-V for access to tank A-87-V. (3) Pacific Bridge Company poured 340 cubic yards of concrete by termie method to seal the bottom of the main cofferdam patch. Divers continued plugging holes and placing wire mesh in patch at top of armor at frames #85-95, portside.

UTAH (1) Maintained pressures in main and auxiliary bubble sections. (2) In #6 airlock, divers plugged three 4" voice tube holes in bulkhead frame #80, 6" above 3rd deck level and 2' from outboard bulkhead in C-1. These divers also located several 1/2" and 3/8" bolt holes in bulkhead, frame #80, 14" below 3rd deck level; 4' from outboard bulkhead in C-1. (3) Divers continued installing a form on ship's hull for concrete patch to close rupture between frames #81- #89, portside, adjacent to docking keel. (4) Continued welding back-stay connections on starboard side. (5) Pacific Bridge Company delivered two portable gasoline winches on Ford Island for rigging wire cable; continued constructing powerhouse; backfilling and grading; cross bracing head frames; and drilling in base of quay F-11-N for blasting.

ARIZONA (1) Pumping turret #2. Completed disconnecting front plate for lifting. (2) Made preparations for removing one of four 8" electric deep well pumps and replacing with a diesel pump for turret #3.

TINOSA Completed and departed.

YT205 Placed overboard, completed and departed.

13 September, 1943

OKLAHOMA (1) Divers checked reference points at Frs. #60 and #70 port side in connection with mud line survey. Completed drawing of survey. (2) Continued intermittent pumping on forward section (0-30). Ran all available pumps. Opened up tank A-28-3-V which was found to be empty; extended divers' air line to permit entrance into A-87-V. Removed diesel deep well pump at frame #115 starboard side (#17) and replaced with electric deep well pump. (3) Pacific Bridge Company engaged in no operations this date (Sunday).

UTAH (1) Maintained pressures in main and auxiliary bubble sections. (2) In #6 airlock, divers plugged eight (8) screw and bolt holes varying from 1/2 " to 3/8" in bulkhead frame #80, 14" below 3rd deck level and 4' from outboard bulkhead in C-1. These divers closed eight (8) various size waves on pipes passing through bulkhead frame #80 in C-1 and located two (2) small leaks behind the hot well in bulkhead frame #80 in C-1. (3) Divers placed 58 bags of sand in installing a form for concrete patch on rupture between frames #81-#89, portside adjacent to docking keel. (4) Completed welding backstay connections was on starboard side. (5) Pacific Bridge Company suspended operations for the day (Sunday).

ARIZONA

(1) Removed front armor plate and slides for 14" guns from turret #2 with 150 ton crane. (2) Replaced motor shaft and bearing in one 8" electric deep well pump in barbette #3. Removed one eight (8) inch electric deep well pump and replaced with diesel driven deep well pump from OKLAHOMA.

HAVISIDE CRANE Undocked Floating Dry Dock, YFD#2.

FINBACK Arrived Berth 1 for overhaul.

KERN Docked Floating Dry Dock, YFD#2.

PC1125 Completed and departed.

CHEW Arrived Berth 6.

14 September, 1943

OKLAHOMA

(1) Divers replaced buoy for starboard stern anchor. Rechecked mud line measurements from Fr. 60 to 70 on port side. (2) Continued pumping forward and testing pumps as before. Found tank A-87-V fully flooded. Commenced pumping wedge water from 3rd deck for access to A-88-V. (3) Pacific Bridge Company poured tremie concrete as follows:
(a) In forward patch, Frs. 31-43, port side - 32 cubic yards.
(b) In forward vertical seal of the main cofferdam patch -16 cubic yards.
(c) In after vertical seal of the main patch - 22 cubic yards.

Removed winches #1, 16, 18 and 19 on Ford Island and transferred to Utah. Divers continued placing expanded metal in patch at top of armor at Frs. 85-95.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) In #6 airlock, divers discovered two small inaccessible holes 1' above 3rd deck level in bulkhead 80; inspected starboard blower room C-43 including the W.T.D. leading to steam pipe passage C-41, between 1st platform and 3rd deck at Fr. 82, starboard; inspected opening in 3rd deck at Fr. 85 from C-43 blower room to vent trunk with a view of fitting a closure and closed one valve on a pipe leading through bulkhead 80 in C-1. (3) On the port side of ship's bottom, divers continued installing a form for a concrete patch on rupture between Frs.81-89, adjacent to docking keel. Fixed 35 studs to secure wire mesh to hold concrete and installed 22 sand bags. (4) Pacific Bridge Company installed winches #3, #14, and #15; continued construction of powerhouse; installing supports for vertical legs of #1 head frame; cross bracing of headframes; and drilling holes in base of F-11-S for blasting.

ARIZONA

(1) Removed elevating screw, nut and transom from turret #2. Received and commenced preparation of cofferdam for installation in place of front armor plate. (2) Began pumping turrets #3 and #4. Unwatered turret #4 sufficiently to allow necessary examinations.

DORSEY Arrived Berth 7.

??CK ?ELLER Completed and departed.

ONTARIO Arrived Berth 12.

15 September, 1943

OKLAHOMA (1) Divers made examinations and report that port docking keel, Frs. 83-97 is undamaged. (2) Continued intermittent pumping forward and daily test of all pumps. Commenced work to repack ?? around upper end of vertical shaft on pump #17. Installed platform for ventilation timers at Frs-56 and 84. Installed angle supports for discharge pipe on pump #3. Unwatered compartment A-65-P. (3) Pacific Bridge Company removed winch #2 on Ford Island for transfer to UTAH and installed tremie pump for pouring concrete in the after patch. Divers continued placing expanded metal to retain concrete in it patch on top of armor at frs. 85-95, port side; installed chamfer strips in vertical joints between sections of the main cofferdam patch to make watertight; and similarly drove vertical wedges to make the bow patch watertight against the hull.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) In #6 airlock, divers closed W.T.D. from vent trunk to C-105, Fr.85 1/2, starboard, between 3rd and 3rd decks; removed 12 nuts from bolted plate in centerline bulkhead, between C-1 and C-2 at Fr. 85. Rigged the equipment and tested the mechanism in #5 airlock for diving therein. (a) Divers completed constructing a form for concrete patch on ruptured ship's hull on port side between Frs. 81-89, adjacent to docking keel began repairing the cement patch at Fr.64, port side of ship's bottom. (4) Pacific Bridge Company installed #6 winch ; grouted #1,#2, and #3 winch bases with concrete; continued constructing powerhouse; cross-bracing headframes welding thrust pads on ship's keel and drilling in base of F-11-S for blasting.

ARIZONA (1) Installed canvas and felt padding 5000 lbs. of pig iron on the wood cofferdam intended. for installation in place of front armor plate on #2 turret. (2) Stopped pumping in barbette #3 due to mechanical casualties to two deep well pumps. Commenced repairs.

SIGSBEE Undocked Dry Dock #1, went to Berth 18 for completion.

LoHARDY Arrived and docked Dry Dock #1.

YO21 Arrived Berth 14 for repairs.

YMS100 Undocked Marine Railway, to Berth 20 for completion.

PC589 Undocked Marine Railway, to Berth 20 for completion.

SICARD Arrived Berth 15.

PRUITT Arrived Berth 15.

MONAGHAN Arrived Berth 2 for repairs.

16 September, 1943

OKLAHOMA (1) Divers suspended the examination of the accessible portion of the bottom of the ship due to interference from the crane barge used in pouring concrete. (2) Continued pumping forward and testing pumps as before. Unwatered tank A-28-4-V, and found A-88-V fully flooded. Installed two 29,000 cfm ventilation blowers at Fr.56 and two 10,000 cfm blowers at Fr. 84 on superstructure deck. (3) Pacific Bridge Company poured tremie concrete as follows:
(a) 10 cubic yards, in patch at top of armor at Fr. 74-85, port.
(b) 55 cubic yards, in patch at top of armor at Frs. 85-95.
(c) 30 cubic yards in slab to seal openings in damaged portion of the port side of main deck, Frs.85-94.

Removed righting tackles and connecting cables Nos. 16 and 21. Tension readings on 1" wire ropes in tackles Nos. 15 and 19 showed a slight increase.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) In #5 airlock, divers installed two access ladders; inspected and found unwatered the following compartments between the inner bottom and 2nd platform: C-9, C-5 and C-A; also between 2nd platform and 1st platform: C-27-1-M and C-29-M. Discovered air bubbles coming from 5" ammunition hoist in C-29-M, Fr.75. (3) In #6 airlock, divers continued removing bolted plate in centerline bulkhead between C-1 and C-2 at Fr. 85 to gain access to C-2. (4) On port side ship's bottom, divers began installing a patch plate on torpedo damage at Fr. 50, about 2' below the bilge keel. (5) Pacific Bridge Company installed righting tackle on winch #14 and delivered four lengths 3" wire rope; continued backfilling; continued construction of powerhouse; installing false keel on thrust pads; and drilling in base of F-11-S for blasting.

ARIZONA (1) Placed cofferdam on front of #2 turret. Unwatered gun pit satisfactorily by pumping. (2) Repaired two 8" deep well electric pumps in turret #3.

SIGSBEE Completed and departed.

PENNSYLVANIA Completed and departed.

MINNEAPOLIS Arrived Berth 3 for repairs.

NEW ORLEANS Completed and departed.

KERN Undocked YFD2, went to Berth 12 for completion.

16 September, 1943

RUFF Docked Marine Railway.

RAC?R Docked Marine Railway.

YS112 Completed and launched this date.

17 September, 1943

OKLAHOMA (1) Divers installed blanks on airports between main and 2nd decks at frames, 75, 77, 78, 79, 81 and 83 on port side. Examined port docking keel, Frs.42-60 and report that it is intact, except that wood has dropped down about 3" at a point about 8" aft of Fr.46, tapering back up to the normal level at about Fr.47. (2) Found tank A-87-V empty. Took strain gauge readings on all remaining righting tackles and found that tension had decreased by about 1/3. Stopped all pumping, except intermittent forward of Fr.30. Expect to commence unwatering the ship on 20 September. (3) Pacific Bridge Company poured 4 cubic yards of concrete in patch form on port side of bulkhead #85, thus completing pouring of concrete in all patches. Commenced removal of wire rope straps around #4 barrette.

UTAH (1) Installed an underwater cooling coil on air bubble charging line. (2) In #6 airlock, divers continued removing bolted plate from centerline bulkhead between C-1 and C-2 at Fr.85 to gain access to C-2. (3) On the port side, divers entered the ship between the main and 2nd decks, Fr. 22 and inspected the W.T.D. in-A.-116, Fr.14 1/2, the windlass shaft gland, Fr. 19 1/2, and the W.T.H. Fr. 18 1/2, for airleaks from B-1 to M-1 bubble sections. No leaks found. (4) On the port side, divers continued installing patches to check air leaks in ship's hull as follows: Fr. 56, 2' below the bilge keel a steel plate approximately 4'x6'; alongside docking keel between Frs. 60-65 wooden wedges between the angle iron and wooden filler. (5) Pacific Bridge Company connected righting tackle to #14 winch; grouted #13 and #14 winches to foundations with concrete; constructed a boat landing near the north end of conduit from powerhouse to #1, #2 and #3 winches; continued welding leg supports for #1 headframe and drilling in base of F-11-S for blasting. (This drilling is 90 percent complete.)

ARIZONA (1) Unwatered turret #2 by pumping. Began removal of deck lugs and all ordnance equipment in gunpit.
(2) Making repairs to pumps in turret #3. Pulled one 8" electric deep seal pump. The impeller shaft in this pump was found to be out of line.

17 September, 1943

LoHARDY Undocked, completed and departed.

PRUITT Docked Floating Dry Dock, YFD#2.

SCORPION Undocked Dry Dock #3, went to Berth 1.

YSD74 Undocked Dry Dock #3, went to Berth 5 1/2.

NO. CAROLINA Arrived Berth 2.

COLORADO Arrived Berth 16.

MARYLAND Arrived Berth 17.

18 September, 1943

OKLAHOMA (1) Divers measured from bottom of vertical girders on outside of main cofferdam patch to establish above water reference marks to determine maximum projection below keel line of the girders. (2) Installed 8" electric deep well pump in main cofferdam patch; and started it and pumps #4, 6, 9, 11, 16 and 19 (2 pumps) as well as a 12" air lift pump in the main patch. Lowered water in ship 4" by pumping from 1230 to 1515. Then started additional pumps #3, 7, 8, 12, 14, 15, 17, 18 and stopped #19 (2 pumps). Water level was lowered to 10 1/2" below outside level at 1545 when pumping was suspended for the day. (3) Blanked ventilation openings at Fr. 84, P and S., in connection with temporary ventilation. Commenced fabrication of support for clinometers. (4) Pacific Bridge Company divers searched for leaks in the main patch; commenced preparations for installation of cofferdam around main deck, Frs. 85-115; placed diagonal shores to support the ends of the main cofferdam patch.

UTAH (1) Between Frs. 84-85, 32' from centerline on starboard side ship's bottom began installing a cement injection pipe thorough hull for use in supplying concrete under pressure for blanking armor gratings in air bubble sections #m-6. (2) Maintained pressures in main and auxiliary air bubble sections. (3) In airlock #6 divers installed a thermometer in C-17, between hold and 2nd platform decks and completed removing bolted plate in centerline bulkhead at Fr.85 from C-1 to C-2. (4) In airlock #5, divers installed a thermometer in C-91 in the double bottom. (5) Through the port access hole, Fr.23, between the main and 2nd decks, divers accomplished the following: In A-115 in J.O. washroom and water closet divers closed 12 valves on plumbing system, plugged two 3" drain lines in shower room to eliminate air leaks from auxiliary to main air bubbles. (6) On port side, divers continued installing forms for concrete patches on torpedo damage. One at Fr.56 below bilge keel and one at Fr.64. (7) Pacific Bridge Company delivered and began connecting righting tackle to anchor-arm 2-A; continued construction of powerhouse; crosstrack headframes; and drilling in base of F-11-S for blasting.

ARIZONA (1) Pumping turret #2. Continued removal of ordnance equipment from gunpit in forenoon. Flooded turret in afternoon to enable diver to cut structure around two Waterbury speed gears to facilitate their removal. (2) Completed repairs to one 8" electric deep well pump; and set pump in turret #3.

18 September, 1943

PC589 Completed and departed.

SCORPION Redocked Dry Dock #3.

DOLPHIN Docked Dry Dock #3.

WAMPATUCK Docked Dry Dock #3.

PC590 Arrived Berth 20, prior to docking.

KINGFISHER Arrived Berth 19.

19 September 1943

OKLAHOMA (1) Divers examined air ports for leaks and found none. Examined the forward end of the main cofferdam patch and plugged leaks with rags. (2) Continued intermittent pumping forward of Fr.30 and operated all available pumps from 0800 to 1545. Water level in the ship was held about 12" below the outside level. (3) Installed discharge pipes for pumps 14 and 16; completed erection of clinometer table; and found tank A-88-V fully flooded by drilling through bulkhead from tank A-28-4-V. Pacific Bridge Company divers conducted a search to locate leaks in the cofferdam patch and continued clearing the sides of the main deck for the cofferdam installation. Found an inflow of water and probably a relatively large leak through the port side of the ship below the armor at about Frs. 95-97. Commenced cutting away damaged structure to determine the extent of this leak.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Through the port access hole at Fr.23 between the main and 2nd decks, divers entered and accomplished the following: Closed one valve in A-115 passageway; plugged two small holes in bulkhead at Fr. 6 and one hole at Fr. 6 1/2, center-line bulkhead; plugged one 3" drain line in junior officers' washroom; and inspected the piping and plumbing fixtures in J.O. W.C., washroom and showers for air leaks. (3) Port side at Fr. 56, divers continued installing a form for a concrete patch 2' below bilge keel. (4) On port side at Fr.81, divers installed in position a concrete injection pipe for pouring concrete for patch between Frs. 81-89. (5) Pacific Bridge Company moved two barges into position for pouring concrete patches on port side of ship; continued crossbracing headframes; drilling in base of F-11-S for blasting; removed 1" wire from drum of #1 winch; and continued construction of powerhouse.

ARIZONA (1) Pumping turret #2. Continued casting loose deck lugs and ordnance equipment in gunpit. (2) Completed repairs to 8" electric deep well pumps in turret #3. Tested pumps and found operation satisfactory.

ESSEX Arrived Berth 23 .

YORKTOWN Arrived Berth 24.

20 September, 1943

OKLAHOMA (1) Divers inspected docking keels on portside and removed two (2) wires that secured cofferdam on bottom when ship was in capsized condition. Diverse reports relative to docking keels are as follows:

- (a) Frames 24-44- Undamaged.
- (b) Frames 58-82 (inboard) - Undamaged.
- (c) Outboard docking keel from after end of main cofferdam 'patch (about frame 75) to frame 82 - Undamaged.
- (d) Part docking keel, frames 97-116 is inaccessible for examination.

(2) Continued pumping forward and operated all pumps for one hour. Took above water measurements for use in determining distances for use in the lowest points on the main cofferdam patch sections project below the plane of the main centerline keel. (3) Commenced fabrication of temporary ventilation ducts. Installed side timbers to increase stability of the floating walkway. (4) Pacific Bridge suspended operations for the day (Sunday).

UTAH (1) Completed and prepared to install forward and aft on bottom of ship two tripods and sighting battens for use in position observations during righting. (2) Maintained pressures in main and auxiliary air bubble sections. (3) In airlock #6, divers removed two (2) pipes obstructing passage from C-1 to C-2 through manhole access in bulkhead between the engine rooms. (4) In airlock #5, divers secured open W.T.D. from C-11-A to C-15, frame #76 1/2, between the hole and 2nd platform decks; opened and secured W.T.D. at frame 79 1/2, from C-13 to C-7 also between the hole and 2nd deck and installed one ladder in the access passage (5) On port side of ship's hull, divers repaired form for concrete by caulking a seam on the form installed between frames# 81-89 and continued installing a form for a concrete patch 2' below bilge keel at frame #56. (6) Pacific Bridge Company suspended operations for the day (Sunday).

ARIZONA (1) Pumping turret #2. Continued preparing equipment in gun pit for removal. (2) Pumping turrets #3 and #4, Began cutting for freeing turret foundation for removal.

21 September, 1943

OKLAHOMA (1) Divers cut off 2-1" rods extending down from part docking keel at Fr.34. Located leak into ship through damaged 22" discharge sea chest at Fr. 83, port side. (2) Maintained ship unwatered forward of Fr. 30. Drilled drainage holes frame A-28-4-V into A-78-V. (3) Operated all pumps from 0800 to 1000. Stopped to close leak through sea chest at Fr.98, port side. Resumed pumping at 1515 and continued through the night. Lowered interior water level about 20". (4) Completed installation of stand for clinometers. (5) Pacific Bridge Company set forward section of cofferdam on port side of main deck aft of Fr. 85. Divers continued plugging leaks in main cofferdam patch; secured bolted cover to close leaks in hull at Frs. 83 and 98, port side; and continued cutting away wreckage at about Fr.90 below armor to locate leaks on port side.

UTAH (1) Maintained pressures in air bubble sections (2) Divers searched for air leaks in ship between main and 2nd decks at Frs 7-13. (3) Divers assisted in pouring tremie concrete in patch form on port side of bottom of ship. (4) Pacific Bridge Company continued installation of electric cable conduit to winches; commenced removing bollards and cleats from quays; poured 4 cubic yards of concrete in patch form on port side of bottom of ship; and continued cross-bracing head frames.

ARIZONA (1) Pumping turret #2. Continued preparing equipment in gunpit for removal. (2) Pumping turrets #3 and #4. Continued cutting foundation in turret #4 to free it for removal.

INDIANAPOLIS Arrived Berth 3.

NO. CAROLINA Docked Dry Dock #1.

PC590 Docked Dry Dock #1.

DREDGE "HARRIS" Docked Dry Dock #1.

MINNEAPOLIS Completed and departed.

USAT ARROW Arrived Berth 6 for repairs and docking.

22 September, 1943

OKLAHOMA (1) Divers investigated and found no leaks in magazine flood sea chest at about Fr. 40, 20'-6" to port of centerline. Found and plugged leak in inboard edge of #2 section of main cofferdam patch at about Fr.50. (2) Maintained ship unwatered forward of Fr.30, and operated all pumps (18) continuously aft of Fr.30. During last 24 hours water level in ship was lowered about 7" to approximately 2'-3" below outside level. (3) Installed list and trim clinometers on superstructure deck at Fr. 65 on centerline. (4) Pacific Bridge Company divers continued locating and plugging small leaks through hull and patches on port side, and continued cutting away structural wreckage at Frs. 90-95 below armos to determine extent of leakage in that area.

UTAH (1) Through port access hole at Fr.23, divers entered ship between main and 2nd decks and accomplished the following: In the J.O. shower room, Frs 6-7 secured blank on two drain pipes in 2nd deck; in J.O wash room, Frs. 11-13, blanked one deck drain in 2nd deck; inspected and tightened dogs on W.T.H. in A-116, Fr. 18-19; and searched A-115 and A-116 for air leaks from air bubble B-1 to M-1. (2) On port side of ship's hull, divers continued installing a form for a concrete patch on rupture at fr. 56, 2' below bilge keel. (3) Pacific Bridge Company installed a temporary generator alongside powerhouse; Installed winches #4, 10 and 11; continued splicing wire; painting powerhouse; removing ballards and cleats from F-11-N and F-11-S; and received 2600 lbs. of dynamite (1300 lbs. on each quay).

ARIZONA

(1) Pumping turret #2. Removing deck bolts holding left elevating motor (Waterbury Speed Gear) in gun-pit. Diver assisted. (2) Pumping turrets #3 and #4. Installed and tested one 6" gas pump in turret #4. Continued cutting to free foundation of turret #4 for removal.

PRUITT Undocked, Floating Drydock YFD2, went to B-2 for completion.

PHELPS Arrived and docked YFD2.

?AC?? Undocked Marine Railway #1, went to B-7 for completion.

RUFF Undocked Marine Railway #1, went to B-19 for completion.

CGC WALNUT Arrived Berth 7 prior to docking.

KINGFISHER Completed and departed.

PT29 Placed overboard, completed and departed.

23 September, 1943

OKLAHOMA (1) Divers searched for leaks on port side at stern and on starboard side. Made tight leaky airport covers. Checked outside starboard blister flood piping and sounding tubes and found tight. (2) Continued intermittent pumping forward of Fr.30 and operated all available pumps aft of Fr.30, except #17 stopped due to excessive vibration. Maintained water level in ship aft of Fr.30 about 2'-3" below outside level to furnish pressure head for location of exterior leaks by divers. Pumps are now installed in accordance with Salvage Bulletin #92, except as follows:

- (a) Pumps #5 and #13 are not yet installed due to interferences. #1 pump is not needed at Fr. 13 1/2.
- (b) For pump #14 an 8" electric deep well, instead of 10" gasoline, pump is installed.
- (c) An 8" electric deep-well pump, non operative, was substituted temporarily at #17 position for a 10" diesel deep well pump.
- (d) Two, instead of one, 10" gasoline pumps are installed at #19 position.
- (e) #10 pump is installed temporarily in the main cofferdam patch for test prior to reinstallation after overhaul.
- (f) Two 8" electric deep well pumps (#1 and #5) and two air-lift pipes are installed in the main cofferdam patch.

(3) Pacific Bridge Company installed two additional sections of cofferdam on port side of main deck aft. Divers continued cutting away wreckage and driving wedges to stop leak at bottom of armor at about Fr. 98 port side. Commenced removing sheathing at inboard end of sections 3, 4 and 5 of main cofferdam patch to stop leaks in area where concrete did not penetrate.

UTAH (1) Maintained pressure in all sections of air bubble. except M-1, M-2 and M-3, from which exhausting of air was started in preparation for the blasting of quay F-11-N. (2) Through the port access hole at Fr-.23, divers entered ship between the main and 2nd decks and stopped two air leaks: The W.T.H. starboard Fr. 25-26 was more firmly dogged and an electric conduit packing gland at Fr. 33 1/2 inboard of room #9 passing through the 2nd deck was plugged. (3) On the port side at Fr.56, divers completed constructing a form for a concrete patch 2' below bilge keel and continued constructing a form for a concrete patch at Fr. 64, port, 12' outboard docking keel. (4) Yard riggers commenced shortening the

23 September, 1943

UTAH 3" wire ropes already removed from Oklahoma. (5)
Cont'd Pacific Bridge Co. began attaching cables from winch #1 to quay F-11-N; continued construction of powerhouse; and began installing dynamite in the bases of F-11-N and F-11-S for blasting.

ARIZONA

(1) Pumping turret #2. Preparing equipment in gun pit for removal. Flooded turret to enable diver cut heads from bolts holding elevating speed gear.
(2) Pumping turret #3 and #4. Completed cutting roller patch foundation ,for removal.

SEPULCA Arrived Berth 20.

YC706 Undocked Marine Railway #1, completed and departed.

YC828 Undocked Marine Railway #1, completed and departed.

DORSEY Completed and departed.

CGC WALNUT Docked Marine Railway #1.

SAILFISH Arrived Berth 1.

SAN FRANCISCO Arrived Berth 7.

FLYING FISH Completed and departed.

SICARD Completed and departed.

YO120 Completed and departed.

24 September, 1943

OKLAHOMA (1) Divers caulked leak in airport cover at Fr. 35 starboard, and leak in after end of the forward patch at about Fr. 42, port. Also, (not reported yesterday), checked and found no leaks in seachests at Frs.95, 96, and 100 on port side and at 83, 98, and 105 on starboard side. (2) continued pumping as before, holding water in ship aft of Fr.30 at maximum of about 2' 6" below outside level. (3) Pacific Bridge Company completed installation of the 3rd section of cofferdam on port side of main deck aft. Divers continued removing wood sheathing on inboard end of sections #3, 4 and 5, of main cofferdam patch under the ship for access to leaks.

UTAH (1) Maintained pressure in all sections of air bubbles except M-1, M-2 and M-3 from which exhausting of air was continued in preparation for the blasting of quay F-11-N. (2) Through the port access hole at Fr.23, divers entered ship between the main and 2nd decks, discovered and plugged an air leak in W.T.H. in 2nd deck, Fr. 33 1/2, starboard by caulking; continued searching: and inspecting A-117 for air leaks. (3) On the port side, divers continued installing a form for a concrete patch on the rupture at Fr. 64, 12' outboard of docking keel. (4) Pacific Bridge Company began attaching cables from winch #14 to quay F-11-S; continued construction of powerhouse; and installing dynamite in the bases of F-11-N and F-11-S for blasting.

ARIZONA (1) Continued pumping turrets #3 and #4. Removed foundation of turret #4 and roller resting thereon, suspended pumping. (2) Commenced work to remove the left elevating speed gear. Removed elevating controls and bracket. (3) Diver investigated sloping uptake armor to obtain information for damage reports

NASHVILLE Arrived Berth 3.

YORKTOWN Completed and departed.

PHELPS Undocked Floating Dry Dock, YFD2, and departed.

USAT HALEAKALA Completed and departed.

SCULPIN Arrived Berth 1.

ESSEX Departed for Ford Island.

PRINCETON Arrived Berth 24.

MONAGHAN Docked Floating Dry Dock YFD2.

STEVENS Arrived Berth 15.

25 September, 1943

OKLAHOMA (1) Divers drilled vent hole in 1st platform deck in compartment C-27 and commenced cutting access hole for pump into C-25. (2) Continued pumping to maintain ship unwatered forward of Fr.30 and to hold interior water level aft of Fr.30 about 2'3" below outside level. Completed pumping out A-28-4-V. Extended discharge pipe of pump #18 and cut access hole for pump #13 through superstructure deck. (3) Pacific Bridge Company installed aft port section and one transverse section at Fr.115 of cofferdam around main deck aft. Divers continued removal of wood sheathing at inboard end of sections 3, 4 and 5 of main cofferdam patch for access to leakage in bottom of ship.

UTAH

(1) Began installing sighting batten and support at Fr. 28 on bottom of ship for use in determining position of ship during righting operations. (2) Maintained pressures in main and auxiliary air bubble sections except M-1, M-2 and M-3. (3) Divers installed a marker buoy and red pennant to after, upper corner of ship's rudder. (4) Through port access hole at Fr.23, divers entered ship between main and 2nd decks, blanked an air leak in room 11 in 2nd deck by plugging an electric stuffing tube; and inspected A-116 for other air leaks. (5) On the port side, Fr.64, 12' from outboard docking keel, divers continue installing a form for a concrete patch on rupture. (6) Pacific Bridge Company flooded cofferdams attached to ship; began removing machinery and equipment from F-11-N and F-11-S; completed attaching quays F-11-N and F-11-S to wire ropes from winches #1 and #14 respectively; and made other preparations to blast these two quays with dynamite.

ARIZONA (1) Resumed pumping in turret #2 but discontinued due to loss of suction on one pump. (2) Diver continued investigation of uptake armor.

SCORPION Undocked Dry Dock 13, to Berth 1 for completion.

PC599 Arrived Berth 19 for repairs.

KERN Completed and departed.

MINNEAPOLIS Arrived Berth 11.

DOYAN Arrived Berth 20 for repairs.

SAN BERNARDINO Docked Dry Dock #3.

RACER
Completed and departed.

SHAW Completed and departed.

26 September, 1943

OKLAHOMA (1) Divers completed cutting pump access hole through deck from C-27 to C-25. Determined distance from upper deck to first obstruction below 1st platform to be 34'3". (2) Continued pumping as before to maintain section forward of Fr.30 unwatered and the water level in remainder of ship about 2'3" below the outside level. (3) Pacific Bridge Co. continued installation of the athwartship section of the cofferdam on main deck at Fr.115. Divers commenced placing bags of concrete to stop leak in bottom of section #2 of main patch. Cut hole in hull above concrete in section #2 of main patch in attempt to reach point of leakage without success.

UTAH (1) Continued installing sighting batten and supports at Fr. 28 on bottom of ship. (2) Maintained pressures in main and auxiliary air bubble sections except M-1, M-2 and M-3. (3) Divers continued installing a form for concrete patch on rupture on port bottom at Fr. 81; checked leaks on starboard side at Frs. 31 1/2 -51 and 54. (4) Pacific Bridge Company blasted bases of quays F-11-S and F-11-N and commenced pulling the quays toward shore with righting winches. Commenced pumping out cofferdams on ship flooded during the blasting.

ARIZONA (1) Removed and replaced suction hose for one 10" pump in order to tighten connections. (2) Diver drove out holding down bolts of elevating speed gear and completed cutting off one bolt.

SCHROEDER Arrived and docked Marine Railway #2.

INDIANA Undocked Dry Dock #2, went to Berth 24, for completion.

HALIBUT Arrived and docked Dry Dock #2.

SEPULCA Departed.

ONTARIO Completed and departed.

27 September, 1943

OKLAHOMA (1) Divers made preparations for diving inside of ship at Fr. 48 to search for leaks. (2) Continued pumping as before to maintain section of ship forward of Fr.30 unwatered and water level in remainder of ship about 2' below outside level. Hot bearing on pump #11 necessitated stopping this pump and a consequent loss of head of about 2". Commenced installation of Diesel driven pump at position #17, but encountered obstructions which must be checked by diver. (3) Pacific Bridge Company suspended operations for the day (Sunday).

UTAH (1) Continued installing sighting batten at Fr. 28 and support for use in determining position of ship during righting operations. (2) Maintained pressures in main and auxiliary air bubble sections. (3) In airlock #6, divers tested for poisonous or explosive gas, finding no concentration of either; took measurements of trunk opening in C-43 in 3rd deck, starboard Frs. 85-86 in preparation for installing a blank cover thereon; removed a small pipe obstructing passage from C-1 to C-2 through manhole at Fr.85; entered C-2 and inspected bulkhead at Fr.80 for leaks. Several small leaks could be heard but none definitely located. (4) On port side, divers inspected air leaks caused by blasting, in concrete patch on ship's port bottom, Frs. 81-89; and continued installing a form for concrete patch at Fr. 64, 12' below port docking keel. (5) Pacific Bridge Company suspended operations for the day, (Sunday).

ARIZONA (1) Lost suction again on 10" gas pump in turret #2. Removed 10' section of rubber suction hose and made up an all metal suction tube. Diver completely freeing left elev. oil motor for removal. Began casting loose right elev. oil motor for removal.

MURRAY Arrived Berth 18.

28 September, 1943

OKLAHOMA (1) Divers removed obstructions to clear hatch 5-98-29 for installing pump #17; took measurements to determining projection of section #5 of main cofferdam patch below the keel; and assisted in installing #10 deep well pump. (2) Continued pumping as before to maintain ship un-watered forward of Fr. #30 and a difference in water level of about 2'3" between inside and outside of the ship. Installed additional deep well pumps #7a, 8a, and 13. (3) Pacific Bridge Company divers placed about 60 bags of concrete to stop leakage in bottom of sections #2 and #3 of main cofferdam patch and commenced installing hoisting down bolts for cofferdam around main deck, Frs. #85-115.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Continued installing sighting batten and supports at Fr. # 22 on bottom of ship. (3) In airlock #6, divers distributed three (3) bags of sawdust along side transverse bulkhead #80 attempting to check numerous small air leaks in inaccessible places in C-1 and C-2. (4) In port access holes at Frs.#23-24. This door had been inflicting minor cuts in divers air hoses. (5) On port side at Fr.#64, divers continued installing a form for concrete patch 12' below docking keel. (6) Pacific Bridge Company began splicing severed wire cable on blocks attached to quay F-11-S; and inspected hauling attachments connected to quay F-11-N, finding it in good condition.

ARIZONA (1) Diver worked in turret #2 casting loose right elevating oil motor. (2) Replaced suction tube on 10" gas pump in turret #2. When water level is lowered approximately 8' this pump loses suction. Will replace with pump from OKLAHOMA.

CHEW Completed and departed.

SCHROEDER Undocked Marine Railway #2, completed and departed.

HALIBUT Undocked Dry Dock #2, completed and departed.

SCORPION Completed and departed.

CGC WALNUT Undocked Marine Railway #1, completed and departed.

BOGGS Arrived and docked Marine Railway # 1.

29 September, 1943

OKLAHOMA (1) Divers entered ship through vertical line of hatches at Fr. 48, starboard, and checked port side and bottom of ship for water flow, indicating leaks. Found none. (2) Continued pumping as before. Placed pumps #10, 7a, and 8a in operation. Installed but did not complete connections for the 16" and 18" Pacific Bridge Company (P.B.Co.) deep well pumps in main cofferdam patch. Water level in the ship was lowered to about 3'7" below outside level. (3) Pacific Bridge Company divers continued driving wooden wedges to close crack at bottom of the forward patch at top of armor; commenced cutting openings through blister at Frs.88 and 94 about 8' below bottom of armor to check for possible leaks indicated by vibration in this area; and continued securing cofferdam sections on port side of main deck aft.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Continued modifying supports for sighting batten at Fr. 28 on bottom of ship. (3) On port side of ship's bottom, divers jetted mud and loose cement from patch and vicinity between Frs. 81-89 in preparation to repairing; continued installing a form for a concrete patch at Fr.64, 12' below outboard docking keel. (4) Through port access hole, Fr.23, divers entered between main and 2nd decks, carried six bags of sawdust and wood shavings, distributed 3 bags in F-117 and 3 bags in A-116 to check the small air leaks in that section. (5) Pacific Bridge Company began hauling in ex-quay F-11-N; completed splicing wire cable on blocks attached to ex-quay F-11-S; and continued construction of powerhouse.

ARIZONA (1) Replaced defective 10" gas pump on turret #2. Unwatered gun chamber and pit. (2) No elev. motors (Waterbury Speed Gears, C type) and one auxiliary elev. motor (electric) are ready for removal.

SCULPIN Docked Dry Dock #2.

SAILFISH Docked Dry Dock #2.

MARYLAND Docked Dry Dock #2.

NASHVILLE Completed and departed.

BOGGS Undocked Marine Railway #1, completed and departed.

SAN FRANCISCO Completed and departed.

KIDD Completed and departed.

29 September, 1943

MURRAY Completed and departed.

INDEPENDENCE Completed and departed.

MINNEAPOLIS Completed and departed.

SALT LAKE CITY Arrived Berth 22.

PORTLAND Arrived Berth 3.

30 September, 1943

OKLAHOMA (1) Divers inspected bottom of ship down to mud line between Frs. 30 and 70. Found no leaks. (2) Continued pumping as necessary to maintain ship unwatered forward of Fr.30. Reinstalled diesel deep well pump at position #17, and installed 16" and 18" electric deep well pumps (2) in main cofferdam patch. Rearranged connections for electric pumps. Water level in ship was lowered by operating all available pumps to 5'10" below the outside level. (3) Pacific Bridge Company continued securing cofferdam sections around main deck, Frs. 85-115. Divers completed cutting holes through blister at Frs. 88 and 94 but found no leaks in hull. Jetted mud and searched for and plugged leaks through wrinkles in bottom of ship at Frs.76 to 95. Removed #18 righting cables from #3 barrette to clear for installation of cofferdam on starboard side.

UTAH (1) Began installing a sighting batten at Fr. 100 and continued modifying supports for sightings batten at Fr.28 on bottom of ship. (2) Maintained pressures in main and auxiliary air bubble sections. (3) On port side, divers continued installing a form for a concrete patch at Fr. 64, 12' from docking keel; began repairing patch between Frs.81-89 alongside docking keel by installing reinforcing steel in preparation to pouring more concrete on and around this patch. (4) Divers began repairing a plate patch on leaking overboard drain, between 2nd and 3rd decks, starboard. Fr. 11 1/2. (5) Pacific Bridge Company began pouring three concrete anchors to secure barges on shoreline, equi-distantly spaced between anchor arm assemblies 1 to 8; began hauling in ex-quay F-11-S and continued hauling in ex-quay F-11-N; continued construction of powerhouse; grouted with concrete winches #10 and #11.

ARIZONA (1) Pumping turret #2. Removed two Waterbury Speed Gears (elev.motors), one aux. elev. motor (electric), and other equipment.

MONAGHAN Undocked, YFD#2, to Berth 18 for completion.

PC599 Completed and departed.

PC1126 Arrived Berth 20.

ASHLAND Arrived Berth 17.

YO21 Completed and departed.

1 October, 1943

OKLAHOMA (1) Divers searched for leaks along port side of bottom of ship and in way of patch from Fr.75 to 98. Found nothing but minor leaks, and considerable wrinkling of bottom of blister. (2) Continued pumping as before at rate of about 55,000 gpm. In the afternoon of 30 September, water level in ship was about 7 1/2 feet below outside level, but blowing of electrical fuses during the morning watch necessitated reducing the number of pumps in operation, raising the water level to about 6 feet. Main deck is completely unwatered. (3) Opened all hatches in upper deck and made survey of conditions on main deck, Frs.30-85. Found about 350 tons of mud on port side and no dangerous concentrations of gas. Installed temporary ventilation and began preparations for removal of mud and wedge water. (4) Pacific Bridge Co. installed 2 sections of cofferdam on starboard side of main deck aft of Fr. 85. Divers continued wedging and grouting to close leaks through wrinkle at lower junction of blister and bottom of ship, Frs. 76-94. Also, cut about three holes through lower blister plating to check for leaks through hull.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Continued installing and modifying sighting battens on ship's bottom. (3) In #6 airlock, divers plugged six small bolt hole leaks in bulkhead 80, in C-1 and C-2. (4) In airlock #5, divers secured open W.T.D. from C-13 to C-7, between hold and 2nd platform, starboard, Frs.79-80; secured open W.T.D. in C-15, Fr.77 starboard, between hold and 2nd platform; closed, checked fifteen various size valves on pipes through bulkhead 80; and inspected bulkhead 80 in C-7, C-13, C-25-M and pass C-23 bulkhead 71 1/2 for air leaks. (5) In airlock #4, divers installed three 6' sections of ladders from access hole to B-2-S; opened manhole from B-2-S to B-2-3-W between Frs. 57-58, starboard; opened manhole from B-2-S to B-2-1-W, Fr.56 1/2, port. Both manholes were in inner bottom. (6) Pacific Bridge Company continued hauling in ex-quays F-11-N and F-11-S and construction of powerhouse.

ARIZONA (1) Pumping turret #2. Cutting away structure for removal of left elev. motor, (electric). Tagged all material previously removed. (2) Replaced marked buoy at bow of ship. (3) Recovered barber chair from officers' barber shop at request of C.O., V-I-O.

1 October, 1943

YMS 100 Completed and departed.

STEVENS Docked, Marine Railway No. 2.

JET Arrived and docked Floating Dry Dock, YFD2.

USAT ARROW Docked, Floating Dry Dock, YFD2.

PORTLAND Departed.

SALT LAKE
CITY Departed.

LITCHFIELD Arrived and docked Marine Railway No. 1.

ZANE Arrived Berth 15 for reduction gear repairs.

SHAW Arrived Berth 13, for restricted repairs.

REGULUS Arrived for repairs Berth 17.

2 October, 1943

OKLAHOMA (1) Divers closed scupper drain at Fr.33, starboard. Located leaks through blister at Fr. 94 and in bottom of ship at Fr.115, port. Stopped the latter leak with wedges. (2) Continued pumping as before. Difficulty with blowing of electric fuses during the night necessitated stopping pumps 8a, 15 and 18 and thus resulted in a rise of water level in the ship to about 4'4" below the outside level. (3) Commenced removing mud from port side of main deck between Frs.30 and 85 by use of water jet working from forward aft and washing mud into the patches for final removal by air lift pipes and pumps. Continued removal of wedge water from main deck. (4) Pacific Bridge Co. completed setting all sections of cofferdam around main deck aft. Divers continued jetting mud and stopping leak at junction of blister with hull at Frs. 84-98, and cutting holes in blister to search for leaks in this area.

UTAH (1) Continued installing sighting battens. (2) Maintained pressures in main and auxiliary air bubble sections. (3) In #6 airlock, divers examined and located the openings in 3rd deck from engine room (C-1) to blower room (C-1): Armor gratings at Frs. 84 1/2 and 90 1/2 and hatch at Fr.85 1/2. (4) In airlock #4, divers secured open following manholes: From B-2-P to B-2-1-W; from B-2-S to B-2-3-W; from B-3-S to B-3-3-W; and from B-3-S to B-3-1-W. Closed or found closed all valves on longitudinal pipe lines in B-2. (5) In airlock #3, divers installed access ladders; inspected A-17-S, A-13, A-41-1-M-S, A-39-M-S, and A-38-M for wedge water. The only water of consequence found is in A-13-S. (6) On port side at bottom of ship, divers continued constructing a form for a concrete patch at Fr .64, starboard, 12' from docking keel. (7) Pacific Bridge Company began constructing a roadway alongside airraid shelter on Ford Island for crane access and began repairing several wire cables on hauling tackles to ex-quays F-11-N and F-11-S.

ARIZONA (1) Installed wood and canvas patch on port in forward bulkhead of gun pit, turret #2. (2) Diver began cutting away structure to permit removal of two main elevating motors, (electric).

2 October, 1943

THE FOLLOWING LCIs (L)

ARRIVED BERTH 12 AND BERTH 14 PRIOR TO DOCKING:

Nos. 77, 78, 79, 80, 81, 82, 345, 346, 347 and 348.

PRUITT Completed and departed.

RUFF Completed and departed.

KIMBERLY Arrived Berth 18.

LITCHFIELD Undocked Marine Railway, completed and departed.

3 October, 1943

OKLAHOMA (1) Divers stopped leaks through main deck airport covers at Frs. 77 and 84, port. Inspected for leaks at mud line, Frs. 98-138, portside, and around rudder and stern tubes. Found no leaks, although ship's bottom is heavily wrinkled at about Fr. 98, approximately 32' from C.L. (2) Continued pumping as before. Completed connection of 3 pumps on each diesel generator. Stopped pump #20 to remedy difficulty in starting switch believed to be cause of blowing fuses. Water level in ship was lowered to about 5' 10" below outside level. (3) Continued removal of mud from port side of main deck, completing this removal from Fr. 30 to 48. Erected supports and installed 3 pumps (1-10", 1-6", and 1-3") for draining cofferdam around main deck aft of Fr. 85. (4) Pacific Bridge Co. completed main deck cofferdam except for correction of leaks that developed upon commencement of pumping and commenced closing leaks in cofferdam. Divers continued driving wedges to close leak at bottom of blister near Fr. 100, port; and cutting holes in blister to locate leaks in hull about 10' below bottom of armor, Frs. 80-90, port.

UTAH (1) Maintained pressures in main and auxiliary bubble sections. (2) Continued installation and adjustments of sighting battens. (3) In airlock #6, divers commenced constructing forms for concrete preparatory to closing vent trunk opening into C-43 through 3rd deck at Fr. 85 1/2. (4) In airlock #4, divers closed about 18 valves in piping through bulkhead 72 in compartment E-3. Searched for leaks in this bulkhead and found none. (5) In airlock #3, drilled six (6) drainage holes to remove wedge water from A-15-S and A-16-S. (6) On port side of bottom of ship, divers completed form for concrete patch 12' from docking keel. (7) Pacific Bridge Company continued on winch controls and reconnecting tackle to ex-quay F-11-S.

ARIZONA (1) Diver cutting away structure in gun pit, turret #2 to permit removal of two main elevating motors (electric). (2) Cast loose left elevating motor.

SHAW Completed and departed.

LCI(L)79 Docked Marine Railway, No. 1.

LCI(L)80 Docked Marine Railway, No. 1.

HOPKINS Arrived Berth 6.

4 October, 1943

OKLAHOMA (1) Divers caulked leaks on port side in cofferdam at Fr.42, in airport cover at Fr.105, and in main deck cofferdam Frs. 90-115. (2) Continued pumping as before, maintained ship unwatered forward of Fr. 30 and water level down about 5'10" in the remainder of the ship. Pumps # 10, 13 and 7a not operating. Pump #17 stopped at 2200, 3 October, due to mechanical casualty. Pump #20 still gives electrical difficulties, now being remedied. Installed circuit breaker on ship in power line from Ford Island. (3) Completed clearing mud from port side of main deck. (4) Pacific Bridge Co. suspended operations for the day (Sunday.)

UTAH (1) Maintained pressures in main and auxiliary bubble sections. (2) In airlock #6, divers completed constructing forms and poured the concrete for a patch closing vent trunk opening into C-43 through 3rd deck at Fr. 82 1/2. (3) On port side of bottom of ship, divers continued repairing concrete patch between Frs. 81-89 alongside docking keel by installing steel bars in preparation to pouring concrete. (4) On port side at Fr.64, divers made a final inspection on form for a concrete patch 12' below outboard docking keel. (5) Pacific Bridge Co. suspended operations for the day (Sunday.)

ARIZONA (1) Diver continued cutting away structure to permit removal of two elec. elev. motors in turret #2. (2) Pumped down to deck lugs to allow cutting of structure to permit their removal.

5 October, 1943

OKLAHOMA

(1) Divers caulked starboard side of main deck cofferdam; checked starboard mudline for leaks and found none; located leaking main condenser sea chest at Fr.98, starboard; and determined by examination that mud is not accumulating in the main patch. (2) Continued pumping as before, operating all pumps, except #1, 3 and 13, and 7a and 10 removed for repairs, to the full capacity of electric power supply available. Lowered water level in ship aft of Fr. 30 to 10'9" below outside level. Water in main deck cofferdam aft was lowered to 5' below outside level. (3) Port list of the ship has decreased from the original 2 degrees 4'. Continued washing mud from main deck into main cofferdam patch for removal by pumps, and installed temporary ventilation in two locations on starboard side of 2nd deck. (4) Pacific Bridge Co. divers continued caulking leaks in portside of main deck cofferdam; cutting away blister at Fr. 94 1/2 about 15' below armor to gain access to stop leaks in hull, wedging and caulking to stop leaks between wood sheathing and concrete in bottom of main patch sections 3, 4 and 5; installed patch to close leaky sea chest at Fr. 98, starboard; and searched bottom inboard of blister from Fr.76 to stern tubes closing three small leaks.

UTAH

(1) Maintained pressures in main and auxiliary air bubble sections. (2) At Fr.101, starboard, divers welded base of sighting batten 6" from docking keel, after testing for explosive gas in ship through airlock #7. (3) In airlock #6, divers constructed a template and made preparations for installing blank cover on ventilation pipe at Fr. 84 1/2, in 3rd deck, starboard into C-43. (5) In airlock #3, divers drilled 2-9/16" holes in bulkhead, Fr. 39 1/2, starboard, from A-40-M into A-39-MS near the 1st platform deck; drilled 1-9/16" hole through bulkhead, Fr. 35, starboard, from A-28-M into A-35-M near the 1st platform deck. These holes are for draining compartments listed. (6) Pacific Bridge Company grouted #4 and #10 winches with concrete; completed repairing several wire cables on hauling attachments to ex-quay F-11-S; and began out hauling these blocks for attachment.

ARIZONA

(1) Diver continued cutting structure away from electric elevating motors in turret #2. (2) Continued preparing deck lugs for removal by cutting out structure to permit lifting and removing holding down bolts.

5 October, 1943

STEVENS Undocked Marine Railway No. 2, went to Berth 18 for completion.

MONAGHAN Completed and departed.

NAOS Arrived Berth 24.

ALLEN Arrived and docked Marine Railway No. 2.

ALCYONE Arrived Berth 17.

KIMBERLY Completed and departed.

REGULUS Completed and departed.

6 October, 1943

OKLAHOMA (1) Diver determined that mud is not accumulating in bottom main patch; inspected mud line and found no suction on starboard side between Frs. 70 and 98; and secured bolted patch over main condenser discharge sea chest at Fr. 83. (2) Continued pumping, as before, maintaining ship unwatered forward of Fr.30. Lowered water level in ship aft of Fr. 30 to 11' below outside level, thus making starboard side of 2nd deck accessible. Practically all water has been removed from the main deck cofferdam aft. (3) Port list of ship decreased to 2°3'. Continued removing mud from port side of main deck. (4) Pacific Bridge Co. divers continued wedging and caulking to stop leaks between ship and concrete in bottom of sections #3, and #4, of main patch; and continued cutting away blister at Frs. 93-94 about 12' below armor for access to stop leaks in hull.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Continued installing a sighting batten at Fr.101 on ship's bottom. (3) In Airlock #6, divers drilled 14 holes and removed 2 rivets in bulkhead #86 in preparation for installing bolted angle to hold cover for blanking the opening in C-43 from C-105. (4) In Airlock #? divers drilled 2 drain holes in bulkhead 29 1/2, starboard, from A-28-M into A-29-M between 1st and 2nd platforms, 7" above 1st platform deck; opened and secured W.T.D from A-10-S into A-12-S, Fr.#27, between 2nd platform deck and inner bottom. (5) Pacific Bridge Co. welded three pads on ship's keel Frs.#16, 17, 18 for out hauling blocks for attaching to ex-quay F-11-N; continued hauling in ex-quay F-11-S, and continued construction of powerhouse.

ARIZONA (1) Diver completed cutting structure away from elevating motors, turret #2. Motors ready for lifting. (2) Began disassembly of right deck lug, turret #2.

COLORADO Docked Dry Dock #4.

LCIS #77, 78, 81,82, 345, 346, 347 AND 348 DOCKED DRY DOCK #4.

NOTE: THIS CONSTITUTES THE FIRST DOCKING IN THE NEW #4 DRY DOCK.

PENNSYLVANIA Arrived Berth 16.

YT205 Arrived Berth 9 for repairs.

SC629 Arrived Berth 19 prior to docking.

7 October, 1943

OKLAHOMA (1) Divers inspected mudline, airport cover, and blister flood valves on starboard side, Frs.30-70 and found no leaks. (2) Continued pumping as before. Maintained ship unwatered forward of Fr.30. In the remainder of the ship, water level was about 11'2" below the outside level and port list of ship remained at 2°4'. Installed 3" gasoline driven pump to remove wedge water from main deck cofferdam. (3) Continued washing mud from portside of main deck into main cofferdam patch for removal by pumps. Removed electric power cables from ARIZONA and installed from shore to OKLAHOMA to increase power available. (4) Pacific Bridge Company installed shores in main cofferdam patch at main deck level on port side. Divers cut away damaged blister at Frs. 84-85 on portside and drove wedges to stop leaks in hull; caulked leaks in bottom of sections #2 and #4 of main patch, in end of section 5; and in the forward patch.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) In #3 airlock, divers plugged one 5/8" hole in bulkhead in A-19, Fr.46; searched and inspected for other air leaks in this bulkhead; closed 18 various size valves in pipe lines running through bulkheads 41 and 46 in A-19. (3) In #5 airlock, divers searched for air leaks in bulkheads 71 1/2 and 80 in C-4, C-5, C-6 and C-7, between 2nd platform deck and inner bottom. (4) In #6 airlock, divers continued installing a blank cover on vent trunk from C-43 to C-105, in 3rd deck, Fr. 86. (5) On portside divers continued installing reinforcing steel in docking keel Frs. 81-89 for a concrete patch on ruptured seam. (6) On starboard side, Fr.101, divers welded two supports to ship's bottom from sighting batten. (7) Pacific Bridge Company installed and grouted winch #5; continued construction of powerhouse; began attaching wire cable to base of ex-quay F-11-S.

ARIZONA (1) Removed one defective 10" gasoline driven pump from turret #2. (2) Removed two powder hoist motors (electric), and trunnion adjusting shaft from starboard deck lug and one elevation receiver.

JET Undocked Floating Dry Dock YFD#2.

ARROW Undocked Floating Dry Dock YFD#2, to allow for undocking of JET, redocked.

DEKANAWIDA Arrived Berth 14, prior to docking.

SCHUYLKILL Arrived Berth 23.

PT226 Arrived GD4.

7 October, 1943

ALLEN Undocked Marine Railway #2, to Berth 6 for completion.

STEVENS Completed and departed.

NAOS Departed.

8 October, 1943

OKLAHOMA (1) Divers caulked leaky airport covers on starboard side of 2nd deck at Frs. 38-40. Made preparations for interior diving on port side to check for leaks. (2) Continued pumping as before. Water level in ship aft of Fr. 30 is 10'8" below outside level, having reached a maximum of 11'8" on 7 October. Reason for loss of head has not been definitely determined. (3) Continued washing mud from the after compartments forward of Fr.85 on main deck. Surveyed 2nd deck, now unwatered, found gas free, starboard side clear, and mud and damage on port side. Commenced installation of distance lines from quays F-5-S and F-5-N to determine movement of ship toward shore when refloated. (4) Pacific Bridge Company installed additional shores in main patch at main deck level. Divers cut away damaged blister plating at Fr.88 about 12' below armor and drove wedges to close leaks found; and examined and stopped leaks in main patch.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Continued installing supports for sighting batten at Fr. 101, starboard side on ship's bottom. (3) In airlock #6, divers continued installing framework for a wooden cover on vent trunk in 3rd deck, from C-43 to C-105, Frs. 84-85, and inspected C-17, C-43, and C-1. (4) In airlock #3, divers searched for air leaks in bulkhead Fr. 46, in A-19, between 1st platform and inner bottom. One large leak was discovered coming from trunk 13' to port of centerline, Fr. 46. (5) Pacific Bridge Company continued connecting hauling attachment to ex-quay F-1-S; and continued construction of powerhouse.

ARIZONA (1) Continued disassembly of trunnion adjusting mechanism of port deck lug in turret #2. (2) Diver continued removal of fire control instruments in gunpit (elev. and training receivers.) Also cut out two studs holding right elevating motor.

ALLEN Completed and departed.

DEKANAWIDA Docked, Marine Railway.

PC1126 Completed and departed.

9 October, 1943

OKLAHOMA

(1) Divers searched compartment C-100P on port side of 3rd deck, especially doors and openings from the outboard storerooms C-108, C-106, C-104 1/2 and C-104, for circulation of water to determine location of leaks through hull. Found no circulation except through a small hole near overhead in the inboard bulkhead of the cold storage space at about Fr.80.

(2) Continued pumping as before. Maintained section forward of Fr. 30 unwatered. Water level in ship aft of Fr. 30 is 12'6" below outside level, thus making the entire 2nd deck accessible. List of ship is 2°3' to port. Found about 100 tons of mud on 2nd deck, Frs. 37-50, and about 25 tons of coral outboard at Frs. 92-102. (3) Completed washing soil from port side of main deck except for small amount of coral aft. Located several leaks through airport covers on port side of 2nd deck, Frs. 100-130. Installed distance wires from quays to barbettes #2 and #3 on ship. (4) Pacific Bridge Company installed 45' air lift pipe to remove mud from main patch washed in from decks. Installed 10" gasoline pump to take suction from patch at Fr. 45. Divers continued plugging leaks in the forward patch; and continued cutting holes in damage blister between Frs. 85-90 and from bottom of armor down about 15' to locate and close leaks in hull.

UTAH

(1) Removed #5, 4 and 3 airlocks. (2) Maintained pressures in all sections of main and auxiliary air bubbles. (3) In airlock #7, divers installed 250 ft. of hose for use as a charging line upon removal of the airlock. (4) In airlock #6, divers continued installing a bolted patch in the 3rd deck, Frs. 85-86, starboard. (5) In airlock #3, divers located leak in the transverse bulkhead, Fr. 46, in A-19 in trunk 13 ft. to starboard C.L., and found that it will not affect maintenance of air pressure desired. (6) At Fr. 105 on the starboard outboard shaft, divers welded a padeye and the after leg of sighting batten. (7) On the port side, Frs. 81-89, divers continued installing reinforcing steel and cleaning surface for concrete patch on the ruptured seam. (8) Pacific Bridge Company continued connecting handling attachments to ex-quay F-11-S and ex-quay F-11-N; and installed a small charge of dynamite, 14 lbs., for blasting a hole in F-11-S for making, an attachment.

9 October, 1943

ARIZONA (1) Pumping turret #2. Removed from turret two main elevating motors (electric) and trunnion adjusting mechanism of left deck lug. (2) Began removing nuts from deck lug holding down bolts. Some of these nuts cannot be reached with a tool, so must be cut off by diver with gas torch.

INDIANA Completed and departed.

DOLPHIN Undocked Dry Dock #3, went to Berth 1 for completion.

WAMPATUCK Undocked Dry Dock #3, went to Berth 4 for completion.

SAN BERNARDINO Undocked Dry Dock #3, to Berth 18 for completion.

HOPKINS Completed and departed.

LST23 Arrived Berth 3.

ARAPAHO Arrived Berth 18 for repairs.

HALE Arrived Berth 9 for repairs.

KIMBERLY Arrived Berth 13.

October 10, 1943

OKLAHOMA (1) Divers caulked leaks in 2nd deck airports at Fr. 33 starboard and Fr. 104, port side. Inspected bottom of ship, Frs. 75-85, port side, and plugged small rivet hole leaks. Searched compartments C-8 and C-30 and found no circulation of water. (2) Continued pumping as before. Connected compressed air to lower ends of pumps #5, 15 and 20 to increase flow of water. Water level in ship aft of Fr. 30 was 12'8" below outside level at 0800, and had reached a maximum of 13'5" during the proceeding 24 hours. Port list of ship was 2°1'. (3) Commenced washing mud from compartment A-127 on 2nd deck. Completed repairs to stern draft marks. (4) Pacific Bridge Co. furnished an additional air compressor to supply air to pumps and installed shores in main patch at 2nd deck level. Divers cut hole in damaged port blister about 4' below armor at Frs. 92-93 and drove wedges to close on opening (abt. 12" x 6") in hull; cut hole about 6' below armor at Fr. 85 but found no leakage; drove wedges to stop leaks in bow patch near Fr. 36.

UTAH (1) Maintained pressures in air bubble sections. (2) Removed #7 airlock from extension and began welding a plate over the W.T.H. on ship's hull. (3) In #6 airlock, divers continued installing a bolted patch in the 3rd deck, Frs. 85-86, starboard, from C-43 to C-105. (4) On port side, divers continued cleaning surface for concrete patch on ruptured seam, Fr. 81-89, adjacent to docking keel. (5) Pacific Bridge Company blasted a hole in ex-quay F-11-S with 14 lbs. of dynamite for making an attachment; caulked leaks in after cofferdam, starboard side; and began aligning eyes of anchor arms for inshore blocks.

ARIZONA (1) Removed from turret #2 one elevation and one training receiver in poor condition. (2) Diver cut 14 deck lug holding down bolts. Each deck lug has 36 holding down bolts.

DEKANAWIDA Undocked Marine Railway #2 - to berth 19.

KIMBERLY Departed.

PRINCETON Completed and departed.

INDIANAPOLIS Completed and departed.

DOYEN Completed and departed.

PC1129 Departed.

YT205 Completed and departed.

ALCYONE Completed and departed.

LA SALLE Arrived Berth 10.

GANSEVOORT Arrived Berth 3 for repairs to leaks in H.P. casings.

11 October, 1943

OKLAHOMA (1) Divers found an average depth of 12" of mud in the bottom of the main cofferdam patch. Caulked leaks at the joints between each pair of sections in the main patch. (2) Continued pumping as before. At 0800 the level of the water inside the ship aft of Fr. 30 was 12'3" and ship had a port list of 2°2'. The maximum difference in water level during the preceding 24 hours was 13' 3". (3) Continued washing mud from the port side of the 2nd deck. Opened W.T.D. 2-139-273 and found small leak in a vent pipe. Installed additional fire pump for salt water supply. (4) The tensions in the righting cables have decreased about 20% since the beginning of pumping operations. (5) Pacific Bridge Co. suspended operations for the day (Sunday).

UTAH (1) Maintained pressure in air bubble sections. (2) Completed welding plate covers over watertight hatches in airlock access holes #7,5,4 and 3 in bottom of ship. (3) Divers began cutting #7 airlock trunk extension approximately 6" from ship's hull for removal. (4) In #6 airlock, divers continued installing a bolted patch in 3rd deck, Frs. 85-86, starboard, from C-43 to C-105. (5) On port side, divers continued cleaning surface for concrete patch on ruptured seam, Frs. 81-89 adjacent to docking keel. (6) Divers began repairing broken water pipe between ship and Ford island. (7) Pacific Bridge Company suspended operations for the day (Sunday).

ARIZONA (1) Diver continued cutting off deck lug holding down bolts in turret #2, starboard. This work is difficult and slow due to poor access and the recessing of bolt heads in the casting. (2) In view of the time that would be required and since all material from the gun chamber and pit has been recovered, except the deck lug castings, which it is understood are not desired by BuOrd, salvage work on turret #2 and thus on the ship as a whole will be stopped as of this date.

SC513 Arrived and docked, Marine Railway #2.

DEKANAWIDA Undocked, Marine Railway #2.

TRATHEN Arrived Berth 3 for repairs to leaks in H.P. nozzle block.

LCI(L) 345, LCI(L) 347, 78, 77, 82, 348, 81 Undocked DD#4, went to Berth 6 for completion.

12 October, 1943

OKLAHOMA (1) Divers located and caulked leak in bow and main patches. Plugged gasoline tank vent at Fr. 142, port side. (2) Continued pumping as before. Installed an additional 18" deep well electric pump (#22) at Fr. 45, port, to reach to bottom of main cofferdam patch. Difficulty with #1 diesel generator stopped #9 and #11 pumps after 2100 on 11 October. Water level in ship aft of Fr. 30 at 0800 was 15' 6" below outside level and list of ship was 1 degree 54' to port. Trim down by the bow had decreased from 10" to 6", but ship is not yet afloat. Maximum depth of water level during preceding 24 hrs. was 16' 9" at 1500, 11 October. (3) Strain gauge readings show a general decrease in tensions in righting cables. Installed wires from quays to ship and distance scales on barbets #2 and #3 to show transverse movement of ship. (4) Pacific Bridge Co. commenced installing shores in main patch at joints between patch sections. Divers cut openings in blister at bottom, Frs. 92-93, port, and plugged two holes; plugged leak at Fr. 76 at bottom of armor; and drove wedges to close opening in seam, Frs. 113-115, port, at intersection of blister with hull.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Resumed installation of a sighting batten at Fr. 101. Diver rewelded support. (3) Divers completed cutting and removing #7 airlock trunk extension from ship's hull. (4) In #6 airlock, divers continued installing a bolted patch in vent trunk, in 3rd deck, Frs. 85-86, starboard, from C-43 to C-105. (5) Divers completed repairing broken water pipe between ship and Ford Island. (6) Pacific Bridge Co, fired two dynamite charges - 15 lbs and 5 lbs. - in ex-quay F-11-S for making an attachment to hauling gear, and installed inshore blocks on #5 and #6 anchor arms.

ARIZONA (1) Commenced removal of all machinery and equipment incident to discontinuance of salvage operations.

LCI (L) 80 Undocked Marine Railway # 1 , went to Berth 6 for completion.

LCI (L) 34 Docked Marine Railway No. 1.

DALE Arrived Berth 3.

PC584 Arrived Berth 14.

BURNS Arrived Berth 15.

13 October, 1943

OKLAHOMA (1) Divers caulked leaks at after end of bow patch and at top of armor into patch at frs. 75-95. Commenced cutting into damaged blister at Fr. 77 to search for leaks in hull. (2) Continued pumping as before. Leakage forward of Fr. 30 has stopped. Shut down of #1 generator for repairs kept pumps #9 and #11 inoperative. The following data is applicable to the ship:

Port List - - - 1 degree 51'

Trim down by bow - - 7"

Inside water level below outside:

at 0800 - - 15' 11"

Maximum - - 16' 1"

Indicator on barrette #2 showed slight (abt. 3/4") movement of bow toward Ford Island. (3) Completed washing mud from port side of 2nd deck, Frs. 30-50 and continued removal aft. (4) Pacific Bridge Co. divers continued cutting into damaged blister to locate leaks on port side at about Fr.82; continued driving wedges into leaking seam at Frs. 113-115 port side at junction of blister with hull; and inspected bottom of ship aft of Fr. 90 below top of armor, stopping small leak in hull around propeller shaft strut.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Resumed installation of cement injection pipe in ship's bottom at Fr. 84 on inboard side of #6 airlock. (3) At Fr. 101, divers took measurements from sighting batten base to docking keel and main keel to ascertain exact position of sighting batten. (4) In airlock #6, divers continued installing a bolted patch in vent trunk, in 3rd deck, Frs. 85-86, starboard, from C-43 to C-105. (5) Pacific Bridge Co. installed head frames #10, 7 and 6; and continued making an attachment on ex-quay F-11-S.

ARIZONA (1) Continued removal of machinery and equipment incident to discontinuance of salvage operations.

ZANE Completed and departed.

YMS288 Arrived Berth 14, prior to docking.

SC502 Arrived Berth 19, prior to docking.

NASHVILLE Arrived and docked Dry Dock #4.

MINNEAPOLIS Arrived Berth 16.

PENNSYLVANIA Completed and departed.

FINBACK Docked #3 Dry Dock.

14 October, 1943

OKLAHOMA

(1) Divers caulked leaks in main deck cofferdam aft and in bow patch; cut into damaged blister at Fr.77 in search for leaks; stopped (5) small leaks in main patch; and caulked scuppers at Fr. 132, port and starboards (2) Continued pumping as before. Water level in ship aft of Fr. 30 was 18'6" below outside level at 0800, which was the maximum for the preceding 24 hours. Port list was 1 degree 48' and trim down by the bow was 5". Installed an additional 10" electric deep well pump (#23) in main patch at 2nd deck level taking suction at about 2nd platform. (3) Continued washing mud from port side of 2nd deck aft of Fr. 50. Completed installation of after batten on #3 barrette for measuring transverse movement of ship. Surveyor took level readings for use in determining position of main patches. (4) Pacific Bridge Company divers checked and found no leaks in the starboard side of the ship aft of Fr. 70 down to mud line; stopped leaks between grout bags in bottom of section #2 of main patch; cut openings in blister and stopped one small leak in hull at about Fr. 100 near junction of blister with the hull.

UTAH 4) Maintained pressures in main and auxiliary air bubble sections. (2) Continued installing a hopper at Fr. 84 alongside #6 airlock for injecting concrete inside ship's hull. (3) in #6 airlock, divers completed installing a bolted patch in vent trunk, in 3rd deck Frs. 85-86, starboard, from C-43 to C-105. (4) Pacific Bridge Company fired (2) charges of dynamite (5 lbs and 90 lbs) in ex-quay F-11-S for making an attachment; continued welding thrust pads on ship's keel for righting bents; and continued installing a false keel between thrust pads.

PENSACOLA Left Yard for sea trial.

ARROW Undocked YFD2, to Berth 6 for completion.

HULL Arrived and docked Marine Railway #2.

YMS288 Docked Marine Railway #1.

DEKANAWIDA Redocked Marine Railway #1.

NEW ORLEANS Arrived Berth 3.

YMS281 Arrived Berth 14.

INDIANAPOLIS Arrived Berth 3.

15 October, 1943

OKLAHOMA (1) Divers caulked 2nd deck airport covers at Frs. 98-116 on port side; continued cutting away damaged blister structure at about Fr.80 port side, to search for leaks; and caulked leaks under bow patch and sections 1 and 2 of main patch. (2) Continued pumping as necessary to maintain level of water in ship aft of Fr. 30 not more than 21'6" below the outside level except 'in starboard machinery spaces where it is desired to hold the level just below the 3rd deck. At 1545, 14 October, about 12' of gasket (4" wide) between sections #1 and #2 of main patch blew out and water rose from about 21' to 13' 1" below outside level in about 1 1/2 hours. After leak was stopped, water was again lowered to about 21'. At 0800, water level was 20' 11"; port list 1° 40'; trim down by bow 4"; and forward and after gauges indicated total movements of ship toward shore (to starboard) of 6 1/2" and 3" respectively. Maximum distance of water in ship below outside level during preceding 24 hrs. was 21'15". Pumps in operation at 0800 were #3, 4, 5, 6, 7, 8, 11, 15, 16, 18, 19, 20, 21, 22, and 23. (3) Continued washing mud from port side of 2nd deck, Frs. 50-85. Inspected 3rd deck and found no explosive or toxic gases. Commenced cutting holes in coamings to drain wedge water. (4) A number of bodies (mostly bones) were found on starboard side of 3rd deck. C.O. V-I-O reports recovery of 131 skulls and 4024 assorted bones on and above 2nd deck through 14 October. (5) Pacific Bridge Company divers drove wedges to stop leaks in main patch sections #2 and #5; continued cutting away damaged blister and plugged small leaks at about Fr. 94; and drove wedges in small opening in bottom of bow patch. Closed opening caused by blow-out of gasket between #1 and #2 sections of main patch with plywood covers.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Completed installing a hopper at Fr. 84, alongside #6 airlock for injecting concrete inside ship's hull. (3) At Fr. 103, divers secured a guy wire attached to sighting batten. (4) In #6 airlock, divers closed the W.T.H. in the 3rd deck in C-1 frames 85-86, starboard. (5) Pacific Bridge Company installed headframe #3; continued welding thrust pads on ship's keel for righting bents; and continued making an attachment on ex-quay F-11-S for hauling.

15 October, 1943

DALE Docked Floating Dry Dock YFD#2.

TREVER Arrived GD2, departed.

SCHUYLKILL Completed and departed.

SC513 Completed and departed.

LA SALLE Completed and departed.

MOBILE Arrived Berth 15.

HALAWA Arrived Berth 23 1/2.

PENSACOLA Returned from sea trial.

16 October, 1943

OKLAHOMA (1) Divers continued cutting into damaged blister at about Fr.82 to locate and stop leaks. Plugged one small leak. Caulked leaks in patch, Frs.32-42, port side, and in main deck cofferdam at Frs.85-95, port. (2) Continued pumping as before to maintain water in sly aft of Fr.30 about 21 feet below outside level. At 0800 water level was 20'10"; port list 1°44" and trim 5" down by the bow. During preceding 24 hrs, gauge of barbette #2 showed no movement of ship toward shore and gauge on barbette #3 showed movement of 2" toward shore. Removed diesel pump #17 and substituted 12" electric pump. Installed 3" gasoline pump to remove water from 3rd deck aft of Fr.122. (3) Completed washing mud from port side of 3rd deck, allowing comparatively small amount of coral to remain. Opened hatches far access down to water level in turrets #1 and #2. (4) Pacific Bridge Co. disconnected righting cables 1 and #2 from barbette #1. Divers began installing plywood cover boards over the outside of all joints between sections of main patch and continued cutting into damaged blister at about Fr.80 at bottom of armor. Stopped 2 ,small leaks.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) in #6 airlock, divers took measurements of vent trunk, opening through 3rd deck into C-1 machinery space, Fr.84, in preparation far installing a cement blank cover; closed two valves in 1" lines in C-2 on centerline bulkhead, near bulkhead 80, on 1st platform deck level; plugged one 1-1/4" line in C-2, Fr. 84, on C.L. bulkhead, between 1st and 2nd platform deck levels; plugged one 1/2" hole in bulkhead, Fr. 80, in C-2, 2' outboard from C.L. bulkhead, 6' above 3rd deck level, to prevent air escaping to forward main air bubble sections. (3) Pacific Bridge Co, installed head frames #2 and #1; continued welding thrust pads on ship's keel; and continued making an attachment to ex-quay F-11-S.

NASHVILLE Undocked Dry Dock #4, to Berth 3 for completion.

WARRINGTON Undocked DD#3, to Berth 18 for completion.

MARYLAND Undocked Dry dock #3, to Berth 17 for completion.

COLORADO Departed from Yard to Fox berth.

YMS281 Departed.

SC520 Arrived Berth 19 prior to docking.

SOHLEY Arrived GD1 for turbine repairs.

ISLAND MAIL Arrived Berth 10 for repairs.

ARROW Completed and departed.

17 October, 1943

OKLAHOMA (1) Divers caulked leaks on port side in the bow patch, Frs. 3 2-42; in main patch, Frs. 58-65; and in main deck cofferdam, Frs. 85-115. Plugged hoisting wire hole in stern airplane crane. Continued cutting for access through transverse web, Fr. 82 in port blister to check for leaks. (2) Continued pumping as before to hold water level just below 3rd deck aft of Fr. 30, using pumps for the lengths of time during the 24 hr. period indicated below:

Pump #	Period	Pump #	Period
3	4-7/12 hr.	16	22-4/12 hr.
4	24 "	17	1-7/12 "
5	24 "	18	24 "
6	24 "	19	23-10/12"
7	21-4/12 "	20	24 "
8	24 "	21	24 "
11	24 "	22	24 "
		23	24 "

At 0800, water in ship was 21' 3" below the outside, level; port list 1°-42'; and trim down by the bow 5". Movement of ship toward shore was 1" forward and 1/4" aft. (3) Commenced washing mud from port side of 3rd deck in A-122-P. Sounded starboard fuel tanks between Frs. 4-98 and found them completely flooded. Installed 6" gasoline pump to drain 3rd deck aft of Fr. 122 and undogged door 3-140-253 to drain compartments aft. (4) C.O. V-I-0 report 50 skulls, 28 bodies and 2 partial bodies, in addition to miscellaneous bones, were recovered from starboard side of 3rd deck on 15 and 16 October bringing total of bodies and skulls recovered from the ship through 16 October to 211. (5) Pacific Bridge Company divers continued installing plywood covers over all joints between section of main patch; caulked small openings in bottom of sector 3 and 4 of main patch; and continued cutting into damaged blister, Frs. 88-90, port side to locate leaks.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Began installing charging air hoses to pipes on ship for future connections to air control barges, forward and aft. (3) In #6 airlock, divers inspected for air leaks in Engine Rooms C-1 and C-2. In C-1 divers closed one valve on centerline bulkhead at Fr. 85; plugged two 3/8" holes in bulkhead, Fr. 80, 3' from centerline bulkhead; in C-2 divers closed 16 valves of various sizes; plugged one 4" hole in bulkhead 80 in center of engine room; plugged two 1" holes in bulkhead 80 8" from floor plates, 4" from centerline. (4) Pacific Bridge Company continued cross-bracing head frames; welding thrust pads to ship's keel; and making an attachment on en-quay F-11-S for hauling.

17 October, 1943

GANSEVOORT Completed and departed.

SCULPIN Undocked DD#2, to Berth 1 for completion.

BUNKERHILL Completed and departed.

LST477 Arrived and docked Dry Dock #4.

LST480 Arrived and docked Dry Dock #4.

PORTLAND Arrived Berth 23 for repairs.

SAN FRANCISCO Arrived Berth 23 for repairs,

SANTA FE Arrived Berth 23 for repairs.

SALT LAKE CITY Arrived Berth 21 for repairs.

PENSACOLA Docked Dry Dock #2.

KEOSANQUA Arrived Berth 4.

HULL Undocked Marine Railway #2, to Berth 13 for completion.

18 October, 1943

OKLAHOMA (1) Divers caulked leaks in the in patch and in scupper drains at Fr. 142, port and starboard. Searched for leaks into the stern airplane crane hoisting gear room on 3rd deck aft and continued cutting into the damaged blister at about Fr. 82, port side, in search for leaks. (2) Continued pumping as before to hold water level just below 3rd deck, using pumps as listed below:

<u>Pump</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
4	24 hrs.	16	24 hrs.
5	24 "	18	24 "
6	24 "	20	24 "
7	23-8/12 hrs.	21	24 "
11	24 hrs.	22	24 "
		23	24 "

At 0800 water level in ship was 21'10" below the outside level port list was 1 degree 40' and trim down by the bow 5". The maximum level of water in the ship during the preceding 24 hrs. was 21' 11". The movement of the ship toward Ford Island was 1" forward and 1/4" aft. (3) Commenced washing mud from the port passageways on 3rd deck for access to sounding tubes. Closed door 3-140-253 due to continued leakage into the airplane crane compartment, otherwise the 3rd deck aft of Fr.122 has been unwatered. (4) The C.O., V-I-O reports the recovery from the starboard side of the 3rd deck on 17 October of 16 skulls and 5 partial bodies, in addition to miscellaneous bones, this making a total of 232 skulls and bodies recovered to date. (6) Pacific Bridge Company installed headframe #3; (7) continued welding thrust suspended operations for the day (Sunday.)

UTAH (1) Maintained pressure in all sections of the air bubble. (2) Continued the alignment of the sighting batten at Fr. 101 and the connection of the air hoses to the charging lines on the forward end of the ship. (3) Divers inspected the docking keels on the port side of the bottom and report that all are intact except for fittings securing concrete patches at Frs. 60-64 and 81-89. A wooden timber is also attached to the inboard docking keel at Frs. 101-104. (4) In #6 airlock the diver searched bulkhead 80 in Engine Rooms C-1 and C-2 for leak and found none. Continued the investigation of the armor gratings in the 3rd deck in preparation for patching with concrete. (5) Pacific Bridge Company suspended operations for the day (Sunday.)

18 October, 1943

PURSUIT Arrived Berth 6.

MARYLAND Completed and departed.

SC502 Docked Marine Railway #2.

LCI80 Arrived and docked Marine Railway #2.

LEXINGTON Arrived Berth 17.

SAN BERNARDINO Completed and departed.

WARRINGTON Completed and departed.

DALE Undocked Floating Dry Dock #2, to GD1 for completion.

SC629 Completed and departed.

18 October, 1943

The Commandant, with representatives of Cincpac holds a daily conference in regard to the work being performed on vessels in the Navy Yard. The status of work during the period 11-17 October, 1943, is outlined as follows:

AULICK Arrived - 9 April Complete - 24 October
DD569 Dock - 29 " Undock - 5 June
Redock - 6 June " - 1 July
" - 2 July " -17 "

Flushing in forward and after engine rooms completed. Testing of auxiliaries in forward and aft engine rooms now underway. Will hold dock trial 19 October and sea trial 21 October or as soon thereafter as possible depending on machinery tests. All major hull jobs have been completed. SG, SC-2, BL and BK radars installed. Awaiting tests, repair of NMB-1, SCL-5 and QCL sound equipment completed.

BELLEAU WOOD Arrived - 11 October Complete - 17 October
CVL24

Available for repairs to damaged gun mounts and arresting gear and other minor repairs. Work completed.

BURNS Arrived - 12 October Complete --Indefinite
DD588

No. 2 turbine casing is now being lifted to determine scope of work necessary. Detailed report will be made in next week's letter.

DALE Arrived - 12 October Complete - 21 October
DD353 Dock - 15 " Undock - 17 "

Installation of ram bow 25% complete, repairs to tank leaks 15%, repairs to damaged bow 40%, miscellaneous hull repairs 25%, machinery work underway, overhaul of #1 main feed pump rotor, boring of steam and water end of fire and bilge pump. Renewing decks of #1 and #2 boilers. Port and starboard strut bushings are being rewooded. Various motors are being repaired and progress is satisfactory.

<u>DEKANAWIDA</u>	Arrived -	7 October	Complete -	Indefinite
<u>YT334</u>	Dock -	8 "	Undock -	10 October
	Redock -	11 "	" -	13 "
		"- 14 "	" -	Indefinite

Shafts have been straightened, bearings were rewooded, repair of leak in forward peak tank 35%, aft peak tank 100%. Progress satisfactory.

18 October, 1943

<u>DOLPHIN</u>	Arrived -	28 August	Complete -	30 December
<u>SS169</u>	Dock -	18 September (tentative)	Undock -	9 October

Status of major hull jobs as follows: Installation of "T" shaped gaskets in master vent valves 70% complete, overhaul and test of torpedo flasks and system 60%, overhaul of steering and diving gear 30%, overhaul of turbo-blowers 50%, overhaul of trim pump 40%, replacement of corroded sections of superstructure 80%, realignment of #2 periscope 30%, test and repair of 3000# system 30%, test and repair of trim and drain system 40%. Machinery work: main engine port and starboard connecting rod bearings have been bored and spotted, port and starboard pistons have been assembled and tested, three main engine bearing housings were renewed (spares furnished by ship), main engine clutch cones were found to be in good condition, spiders have been checked for trueness and found to be good, original pins will be used, they are being ground to common size, new bushings will be made to fit the bores of the cones and the pins plus plan clearance, bushing stock is now being cast. Due to the extent of welding necessary to eliminate all cracks, the new section of the port engine bed plate was found to have shrunk 3/16" in length and will be built up by welding.

FINBACK

SS230

Arrived - 13 September Complete - 8 November
Dock 13 October (tentative) Undock - Indefinite

Status of major hull jobs as follows: elimination of conning tower door 95%, ballistic splinter protection 60%, relocation of crew's midship head piping 20%, installation of "T" shaped gaskets in MBT vent valves 20%, overhaul of trim and drain pumps 75%, overhaul of #1 and #2 air compressors 75%, relocation of maneuvering in room head piping 25%, shock mounting of trim and drain pumps 50%, overhaul of bow and stern plans rigging and tilting systems 25%, check of periscope alignment and overhaul of hoist 5%, MkXII mine handling and stowage 70%, overhaul of main hydraulic accumulator and auto by-pass valve 50%. Machinery work: shafting has been removed from ship and sent to shop for checking and machine work as necessary. No. 2 and No. 4 main generator armature readings could not be brought up to specifications by washing and baking, therefore commutators on both armatures have been removed for checking. Work on #1 and #3 main generator armatures and auxiliary generator armatures proceeding but completion of ship will be delayed past 8 November.

18 October, 1943

HALE
DD642

Arrived - 9 October Complete --20 October

Reinforcing of fuel oil tanks 80% complete, minor hull repairs 90%, minor machinery and electrical work completed. The Quimby fuel oil pumps have not arrived from the Mainland and will be installed during a later availability. Progress satisfactory.

DREDGE
"HARRIS"

Arrived - 21 September Complete - 21 October
Dock - 21 " Undock - 21"

Repairs to underwater hull 90% complete, undocking and departure awaiting undocking of NORTH CAROLINA.

HULL Arrived - 14 October Complete - 19 October
DD350 Dock - 14 " Undock - 17 "

Ship available for drydocking for repair of tanks and installation of ram bow. Two 40 mm twin mounts to be modified, and SA radar antenna and coaxline to be rewired. Progress satisfactory.

INDIANAPOLIS Arrived - 14 October Complete – Indefinite
CA35

Minor hull and machinery work underway. Progress satisfactory.

ISLAND MAIL Arrived - 16 October Complete - 30 October
8726

Arrived for installation for (8) landing craft, and work on Sun-Doxford diesel engines.

LST477 Arrived - 17 October Complete - 19 October-
50477 Dock 17 " Undock- 19 "

Available for interim docking.

LST480 Arrived - 17 October Complete - 19 October
Dock- 17 " Undock - 19 "

Available for interim docking.

MINNEAPOLIS Arrived - 13 October Complete - 24 October
CA36

Available for ordnance repairs, No. 2, 3, 4 and 6 5"/25 cal. gun mounts being lifted. Progress satisfactory.

MOBILE Arrived - 15 October Complete - 20 October
CL63

Available for repairs to steam line, boiler safety valves and other miscellaneous machinery repairs including exchange of radar antennae.

18 October, 1943

MONTEREY Arrived - 9 October Complete - 18 October
CVL26 Renewal of 133 superheater tubes of #4 boiler under-
way, also minor hull repairs. Progress satisfactory.

NASHVILLE Arrived - 13 October Complete - 18 October
CL43 Dock - 13 " Undock - 16 "

Ship docked for repairs to struts and damaged prop-
eller. No. 3 forced draft blower being overhauled.
Progress satisfactory.

NEW ORLEANS Arrived - 14 October Complete - 29 October
CA32 No. 1 H.P. turbine casing was lifted for inspection
of turbine. It will be replaced and turbine thrust
adjusted after lifting of rotor and inspection of
lower half. Job issued for repairs to upper and lower
powder hoists of #2 8"/ 55 cal. triple turret, and
checking alignment and repair of shell hoist #2 turret.
Minor hull repairs underway.

NO. CAROLINA Arrived - 17 September Complete - 24 October
BB55 Dock 21 " Undock - 21"

Status of major hull jobs underway as follows: re-
location of paravane boom sockets 90%, fabrication and
installation of 16" shell handling beams and hoist
foundations 75%, installation of flushing tees in
magazine sprinkling lines 75%, fabrication and in-
stallation of extension to secondary conning sta-
tion platform, shop work 75%, ship work 15%.
Machinery work: outboard shafting repairs are 90%
complete. No. 1, 2 and 4 shafts are installed, No. 3
is now being installed. Propellers were checked for
pitch and balanced, five condensate, (1) fuel oil
booster, (3) circulating pumps and various valves are
being overhauled in shop, SK(SC-3) radar installed
and ready for test, also (1) RPPI unit, SG(a) trans-
mitter installation 75% complete. Progress satisfactory.

PC584 Arrived - 12 October Complete - 23 October
6084

Available for docking to strengthen hull in vicinity of propellers, repair of NJ-3 receiving projector, Modification of (2) Mk3 depth charge tracks and overhaul of (4) turbo-chargers and modification of (2) 3"/50 cal. guns. Progress satisfactory.

18 October, 1943

PC590 Arrived - 18 September Complete - 21 October
6090 Dock - 21 " Undock - 21 "

Removal of (1) 3"/23 cal. and installation of (1) 40 mm single mount 75% complete, modification of rocket stowage 40%. All other hull and machinery jobs completed. Progress satisfactory.

PENSACOLA Arrived - 27 January Complete - Indefinite
CA24 Dock - 2 February Undock - 7 March
Redock - 29 April " - 5 June"
"- 6 June " - 1 July
"- 17 October "- 19 October

Ship docked for ordnance check and touch up of bottom paint. A successful dock trial was held on 14 October, and minor adjustments are now being made. Plans are drawn for manufacture and installation of suitable steering gear follow-up, shop work well underway and being expedited.

PORTLAND Arrived- 17 October Complete - 20 October
CA33

Available for minor repairs.

PT226 Arrived - 7 October Complete – Indefinite

2236

Replacement of (4) torpedo tubes 50% complete, (1) Mk4 20 mm mount removed and (1) MK10-20 mm mount installed, gyro flux-gate compass system 50 percent installed. Minor hull and machinery work underway. Progress satisfactory.

SAILFISH Arrived - 23 September Complete - 20 October

SS192 Dock - 29 " (tentative) Undock-Indefinite

Status of major hull jobs as follows: shock mounting of IMO hydraulic plant 85% complete, installation of "T" shaped gaskets in main vents 90%, repair of all heads 100%, torpedo tube doors and shutters 100%, progress satisfactory. Installation of new SJ radar cable 50% complete, repair of MM-8 projector unit 90%, repair of QC/JK and QB sound equipment 90%. Dock work: reboring completed, shafting ready for installation, ship was floated for undocking of MARYLAND and refloated for docking of PENSACOLA and relanded.

18 October, 1943

SAN BERNARDINO

PC59 Arrived - 20 September Complete - 17 October

Dock - 25 " Undock - 9"

All work completed. Ship will depart this date«

SAN FRANCISCO Arrived - 17 October Complete - 27 October

CA38 Available for repairs to radar and main steam line«

SANTA FE Arrived - 17 October Complete - 20 October

C1060 Available for repairs to radar.

SC502 Arrived - 13 October Complete - 22 October
6002 Dock - 18 " Undock - 21"

Available for docking for repairs to underwater sound gear, and installation of (1) 40 mm single and (2) 20 mm mounts. Ordnance work 20% complete. Progress satisfactory.

SC520 Arrived - 16 October Complete - 27 October
6020

Available for drydocking, installation of ordnance equipment and repairs and alterations. Work underway.

SC629
6129 Arrived - 6 October Complete - 17 October
Dock - 12 " Undock - 16

All work completed and ship departs this date.

SOHLEY Arrived - 16 October Complete - Indefinite
APD14 Ship arrived for repairs to Kingsbury thrust and starboard H.P. turbine steam leaks. Detailed report will be made in next week's letter.

SCULPIN Arrived - 24 September Complete - 24 October
??191 Dock - 29 " Undock - 17 "

Repairs to main ballast tank 3E and flood gates 90% complete, removal of cause of chatter in bow plane operation 95%, torpedo doors and shutters 100% , remedy of cause of stiffness in hand operation of stern planes 95%. All deck work completed. Progress satisfactory.

18 October, 1943

TRATHEN Arrived - 11 October Complete - Indefinite
DD530

Bulwark repairs 100% complete, ventilation work 9Z, construction and installation of an incinerator 80% All machine work originally authorized has been completed. On 15 October ship reported a leak around plug in upper part of casing of #2 H.P. turbine. Investigation disclosed a crack approximately 8" long, Casing is to be lifted, sent to shop for radiographing, chipping out, welding and stress relieving, Further report will be sent in next week's letter.

WAMPATUCK Arrived - 10 March Complete - Indefinite
YT337 Dock - 15 June Undock - 17 June
Redock - 1 September " - 9 October

Modification of main mast to new foremast 20 % complete, manufacture and installation of 18 W.T. doors 60%, repairs to pilot house 70%, repairs to crew's quarters 50%, installation of fuel oil tanks 75%. Progress satisfactory. Pearl Harbor Ship Repair Unit accomplishing main engine repairs.

WARRINGTON Arrived - 11 October Complete - 17 October
DD383 Dock - 13 " Undock - 16 "

Dock work and other repairs completed and ship to depart this date. Two new propellers were installed. Shafting was checked for alignment and found satisfactory. A ram bow was installed.

YMS288 Arrived.- 13 October Complete- 20 October
16288 Dock - 14 " Undock- 19 "

Available for drydocking for repairs to damaged shaft and propeller. Both sections of starboard shaft were sent to shop for checking and straightening. No major hull work underway. Progress satisfactory.

<u>SHIP</u>	<u>COMPLETED DATE</u>
ARAPANA(AT68)	13 October
ARROW (USAIT) -	16 "
BRAINE (DD630)-	13"
(Arrived 11 Oct. for minor hull, machinery and ordnance repairs.)	
BUNKER HILL -(CV17)	17 October
COLORADO (BB45)	16 "
GANSEVOORT (DD608) -	17"
LA SALLE (AP102)-	15 "
LCI(L)77, 78, 79, 80, 81, 82, 345, 346, 347, 348,	

18 October, 1943

SHIP _____ COMPLETED DATE

MARYLAND (BB46) -	17 October
PENNSYLVANIA (BB38)-	13 "
SC513	15 "
SCHUYLKILL (A076) -	15 "
ZANE (DMS14) -	13 "

EXPECTED ARRIVALS

SHIP _____ Nature of Work _____ DATES

ASH (YN2)	Repairs	21 October - Indefinite
BUTTERNUT (YN4)	Alterations	1 November - "
CHAS. R. GREER (DE23)	Docking	21 October - 24 October
LEXINGTON (CV16)	Damage repair	17 " - Indefinite
LCI(L)80	Docking	18 " - 20 October
PC596	Docking radar and ordnance work	22 "-2 November
SEAL (SS183)	Docking	20 " - 23 October
YORKTOWN (CV10)	Boiler work	13 " - 22 "

18 October, 1943

REPAIR & CONVERSION DIVISION
WORK IN PROGRESS AT HAWAIIAN TUNA PACKERS –
HAWAIIAN SHIPYARDS

USS DOHASAN Arrived - 13 August Complete - 7 November
YT335

Vessel arrived from Inter-Island Dry Dock for general overhaul of main engine, auxiliary diesel generator, all pumps and deck machinery, extensive above water-line hull repairs and numerous other items. Main engine: new piston rings received. Now being fitted to cylinders. New wrist pins and wrist pin bearings being manufactured at Navy Yard. Main engine in process of realignment to tail shaft, is up on screw jacks. Thrust shaft; thrust shaft and towing engine clutch reinstalled. Auxiliary diesel engine: overhaul completed except to reinstall on board. Anchor engine: in process of being reassembled. Approximately 75% complete. Towing engine: awaiting new shaft and gypsy head being manufactured at Navy Yard., Progress on other work on engine satisfactory. Guard rails: installation of new hardwood guard rails around hull of vessel completed. Deck House: all of the original repairs requested completed. Additional repairs 90% complete. Progress on all other miscellaneous repairs satisfactory.

YP238 Arrived - 2 October Complete - 12 October

Completed all work undertaken during availability period except packing of shaft on ammonia compressor. Used substitute. Regular packing expected from mainland. Vessel departed.

USS WAPELLO Arrived - 2 October Complete - 7 November
YNT24

Vessel arrived for complete main engine overhaul. Vessel departed for docking at Inter-Island, 12 October, returned to Kewalo Basin 15 October. New liners for main engine not available, except (2) to replace (2) cracked liners. Reassembly of main engine approximately 50% complete. Minor repairs to galley range oil burner accomplished by Durant-Irvine Co., Ltd. Progress satisfactory.

YP282 Vessel at pier 5A Honolulu. Assist ship's force job. Work started and completed on 13 October. Hawaiian Tuna Packers force Assisted ship's force with the reinstallation of generator armature.

18 October, 1943

USS SKENANDOA Ship to shop job. Machining (6) rough bronze pump
YT336 castings. Two completed. No work in progress on, other pumps due to higher priority work in machine shop.

KIYO MARU Arrived - 26 July Complete - Indefinite
YP172 Dock - 27 September Undock - "

Vessel arrived for reconversion to fishing boat. No authority received from W.S.A. except verbal to Hawaiian Tuna Packers. Hawaiian Tuna Packers undertaking work on their own responsibility and supervision of Repair & Conversion Division in accordance with reconversion list of items furnished by Port Director. Reconversion work approximately 80% complete. Progress satisfactory.

AWA Conversion to fire-fighting boat. Propellers and
X14-18 propeller shafts received and installed. Machinery and hull work except installation of fire pumps approximately 90% complete. Vessel undocked 16 October. Progress satisfactory.

USS PANAY Vessel at a Honolulu Pier. Ship to shop job. Work
AG44 started 13 October by Island Welding & Supply Co. Reabbited and rebored (3) reversing engine rocker arm bearings and (1) circulating pump bearing. Work completed 16 October.

PT260 Arrived- 9 October Complete - 18 October
Dock- 11 " Undock - 18"

Vessel arrived for underwater damage repairs. Replacing (3) propeller shafts, propellers, struts and strut bearings, (3) new rudders and repairs to keel damage. Progress satisfactory.

C18314 Arrived - 10 October Complete 20 October
Torpedo
Retriever Vessel arrived for approved alteration to pilot
Boat house to increase visibility. Approximately 85% complete. Progress satisfactory.

LC C29815 Arrived - 10 October Complete - Indefinite
Steel Dock- 11 " Undock - "
Landing
Barge Arrived for extensive hull repairs. Repairing underwater hull, propeller shafts, skegs, rudders, propellers, ramp and decks. Progress satisfactory.

18 October, 1943

36' Wooden Arrived - 12 October
Landing
Barge Landing barge arrived on deck of C8221. Damaged beyond economical repair. Has been surveyed. All salvageable fittings And other metal parts being removed. Progress satisfactory.

YCK34 Sub-assemblies for barge arrived 18 August:
100 Ton Steel Difficulty experienced at start in segregating sub-
Ammunition assemblies to complete (1) barge due to insuffici-
Lighter ent parts and lack of bench marks. Work completed on first barge, was launched 30 September and is now ready for delivery. Expect tug alongside 16 October.

YCK22 Sub-assemblies for 2nd barge have been received.
100 Ton Steel Work started 2 October. Welding of sub-assemblies
Ammunition approximately 50% complete. Estimated completion
Lighter date 18 November. Progress satisfactory. Scheduled
launching date 25 October.
Note: Five additional steel lighters; #16, 18, 19,
35 and 49 inclusive, to be completed under Nobs
contract with Hawaiian Tuna Packers.

AMERICA MARU Docked - 13 August Undocked - 16 August
YP168
Same as previous report. Partial number of engine
parts for 135 H.P. Atlas Imperial diesel engine
received; No information as to when balance of
engine parts will arrive. No work in progress.

U.S. COAST GUARD WORK - TUNA PACKERS' YARD

CG30091-F Arrived - 14 October Complete – Indefinite
Fire Fighting
Boat Vessel arrived for routine docking and hull upkeep
repairs. No work in progress. Vessel to be dry-
docked 18 October.

CG24362 Arrived - 14 October Complete - Indefinite
Dock- 14 " Undock - "
Vessel arrived for routine drydocking and installa-
tion of galvanized sheet steel on port and starboard
bows, also, hardwood guards above and below water-
line. Awaiting galv. sheet steel. Installation of
hardwood guards approximately 40% complete. Progress
satisfactory.

18 October, 1943

USN X14-28 Arrived - 12 October Complete - 15 October
Dock- 15 " Undock - 15 "

Vessel arrived for routine docking and underwater hull upkeep repairs. Work completed. Vessel departed.

U.S. ARMY WORK - TUNA PACKERS' YARD

TP233 Arrived - 27 August, '42 Complete - 30 October
Dock- 29 March Undock- 18"

Vessel acquired by Army from Navy, 7 June. Converting to small cargo and passenger carrier. Deckhouse, passenger accommodations, cargo spaces, fittings and all major conversion work 85% complete. Engine room 75% complete. Progress satisfactory.

I353

Motor Arrived - 30 August Complete - 27 October
Launch Dock- 1 September Undock - 11 "

Vessel arrived for complete overhaul of main engine and extensive hull repairs. Engine arrived by truck and hull on trailer. Unprocurable spare parts have been manufactured. Reassembly of engine 98% complete. Rudder castings received. Progress satisfactory.

TP132 Arrived 3 September Complete - Indefinite
Dock- 11 " Undock - 22 September

Vessel arrived for complete main engine overhaul and routine docking. All hull work completed. Main engine beyond economical repair. Awaiting receipt of new engine from Army. Engine expected 20 Oct. No work in progress.

C17 Arrived - 12 October Complete - 22 October
Army

Vessel arrived for installation of new Navy D.D. diesel. Engine supplied by Army and received 15 October. Work on remodeling engine foundations started. Progress satisfactory.

C19 Arrived - 30 August Complete – Indefinite
Army

Vessel arrived for complete engine overhaul. Majority of parts received. Many other parts missing and not procurable locally. Army has requested balance of engine parts shipped via. Army Air Freight from Mainland. No work in progress.

18 October, 1943

C20 Arrived - 30 September Complete - Indefinite
Army Vessel arrived for complete overhaul of main engine which had previously been submerged. Reassemble of engine approximately 75% complete. Many small parts missing. Army requesting shipment of spare parts via. Army Air Freight. No work in progress.

WORK IN PROGRESS AT INTER-ISLAND DRY DOCK COMPANY

USS VICTORIA Arrived - 7 October Complete - 13 October
YP350 Dock- 7 " Undock - 13 "

Work completed. Departed.

USS CHINCHONA Arrived - 7 October Complete - 13 October
YN7 Dock- 7 " Undock - 13 "

Removed rudder shaft and bushing. Built up shaft with C.R.S. and remachined to size. Manufactured Thew bronze top bushing. Removed lignum vitae lower bushing and replaced with babbit bushing in skeg. Reinstalled rudder and checked alignment. Routine underwater hull work.

USS INDUSTRY Arrived - 14 October Complete - 15 October
AMc86 Dock - 14 " Undock - 15 "

Routine dry dock work. Installed two additional zinc plates on rudder.

USS WAPELLO Arrived - 14 October Complete - 15 October
YNT24 Dock- 14 " Undock- 15 "

Redocking to reinstall propeller repaired by Navy Yard. Refitted rudder. Applied (1) coat antifouling paint. Vessel returned to Hawaiian Tuna Packers Yard.

USS SUNNADIN Ship to shop job. Faced steam valve of main air
AT28 pump. Manufactured lapping plate for refaced valve seat.

YC945 Arrived - 12 October Complete - 16 October
Dock- 12 " Undock - 16 "

Docked for reconditioning of hull and for installation stiffening knees for forward aid after rakes.

18 October, 1943

YT119 Arrived - 16 October Complete - Indefinite
Dock- 16 " Undock- "

Emergency docking to effect repairs to damaged rudder.

SS NUSA Arrived - 12 October Complete - 12 October
WSA

Small welding job on steel ladder.

YOUNG BROTHERS DRY DOCK

PT229 Arrived - 9 October Complete - 13 October
Dock- 9 " Undock - 13"

Boat arrived for routine drydocking and underwater repairs. Ship's force repainted bottom and removed rudders and screws. Hawaiian Tuna Packers repaired and filled rudders and straightened minor dents in screws. Ship's force replaced screws and rudders. Hawaiian Tuna Packers removed three struts, brazed cracks and pits and replaced them. Hawaiian Tuna Packers repaired about 20' of gunwale. Test run was made on 13 October, rudder, screw and shaft action was satisfactory. Vessel departed.

19 October, 1943

OKLAHOMA (1) Divers cut throw web, Fr. 82, in port blister and searched from Fr. 76 to 83 below armor for leaks but found none. Installed packing to close possible leaks in wrinkle in bottom, Frs. 99-105, port side. (2) Continued pumping as before using the following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
4	24 hr s.	16	24 hrs.
5	24 "	17	7/12 "
6	24 "	18	24 "
7	8-9/12 hr.	20	24 "
8	22-3/12 "	21	24. "
11	22-3/12 "	22	24 "
		23	8-3/12 hr.

At 0800, water level was 22' below outside level (maximum 22' 8"); port list was 1°41'; and trim down by bow 5". Ship moved away from quay 1" forward and toward quay 1/2" aft. (3) Continued clearing 3rd deck aft. of Fr. 83. Completed sounding of starboard wine fuel tanks and found all full, and D-85-F and D-89-F apparently under pressure. On port side, removed air test caps and found D-70, D-72, and D-88-F flooded and subject to pressure and D-68 partially flooded and tight. (4) Pacific Bridge Company placed floats under righting cables on starboard side. Divers continued cutting into damaged blister to check for leaks at Frs. 90-92 (at bottom of blister) and at Fr. 76 below lower patch. Plugged small leaks in sections #1 and #2 of main patch.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Completed alignment of sighting batten at Fr. 101, and continued connecting air charging hoses forward. (3) Divers secured a wire cable to starboard inboard propeller shaft to be used to secure an air compressor barge. (4) In #6 airlock, divers removed 20 sq. ft. of sheet metal from vent trunk opening through 3rd deck, Fr. 90 1/2, starboard in C-1, in preparation to constructing a form for blanking this opening with concrete. (5) Pacific Bridge Company delivered five 10,000 lengths of 1" wire cable for hauling tackle; continued cross bracing head frames; welding thrust pads to ship's keel; and making an attachment to ex-quay F-11-S for hauling.

MONTEREY Completed and departed.

BUNKER HILL Arrived Berth 24.

ASHLAND Completed and departed.

NASHVILLE Completed and departed.

YMS288 Undocked Marine Railway, went to B-20 for completion.

19 October, 1943

DEKANAWIDA Undocked Marine Railway #1, to Berth 12 1/2 for completion.

SEAL Arrived and docked Floating Dry Dock, YFD#2.

SC520 Docked Marine Railway #1.

PC584 Docked Marine Railway #1.

TENNESSEE Arrived Berth 12.

ATR44 Arrived Berth 20.

20 October, 1943

OKLAHOMA (1) Divers filled the portion of wrinkle in bottom of the ship at Frs. 93-98, port side, with kapok bags, thus completing the filling (with 56 bags) of the wrinkle between Frs.93 and 100; cut and plugged end of pipe through which water was flowing at Fr. 92 in blister; searched outside of blister, Frs. 75-82, port, for leaks but found none; inspected and found #1 pump suction blocked by mud and coral. (2) Continued pumping as before using the following pumps to maintain water level just below 3rd deck during investigation and blasting of ship:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
4	24 hrs.	16	24 hrs.
5	5/7/12 hrs.	18	11-2/12 hr.
6	24 hrs.	20	24 hrs.
7	3-4/12 hr.	21	6-6/12"
8	22-4/12 hr.	22	24 hrs.
11	22-8/12 hr.		

The foregoing represents a reduction of about 3.7 - 10" pumps per day in the required pumping capacity. At 0800, water level was 21'10" below outside level (22'2" maximum during the day); port list, 1°40'; trim down by bow 5". Movement to and shore was 1/2" forward and 1" aft. Removed pumps #8a and 23. (3) Continued clearing compartments on port side of 3rd deck for access to tanks and voids. Opened and found flooded D-72, D-70, D-70-L, D-68-L-2, D-68, D-68-L-1, C-40-L-2 and C-20-V. Partially opened doors to closed storerooms on starboard side of 3rd deck blocked with stores. Commenced pumping C-107 with air driven pump. (4) Pacific Bridge Company divers continued cutting in blister and removing mud at Frs. 88-89, port, about 10' below bottom of armor to locate leak; cut into blister to locate leak at Frs.80-82 under lower patch; and drove wedges to stop leaks on 2nd and 3rd decks through patch at Fr. 88.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Continued installing air charging hoses to pipe lines attached to ship's bottom. (3) In #6 airlock, divers plugged two 7/8" holes in bulkhead, Fr. 80- C-1 about 6" above 3rd deck level and 7 1/2' from centerline bulkhead; closed two 8" valves on hotwell in C-1 and closed four 3" valves on main feed pump, inboard in C-1. (4) Pacific Bridge Company delivered four 10,000' lengths of wire cable; continued cross bracing head-frames; welding thrust pads to ship's keel; and making an attachment to ex-quay F-11-S by blasting a hole with dynamite.

20 October, 1943

PENSACOLA Undocked DD#2, to Berth 2 for completion.

SAILFISH Undocked DD#2, to Berth 1 for completion.

TENNESSEE Arrived Berth 12 for modification of SC antenna.

Y043 Arrived Berth 19 prior to docking.

HULL Completed and departed.

BELLEAU WOOD Completed and departed.

PC596 Arrived Berth 19.

SC990 Arrived Berth 18, prior to docking.

PURSUIT Completed and departed.

HALAWA Completed and departed.

KEOSANQUA Departed.

21 October, 1943

OKLAHOMA (1) Divers plugged 10 - 1" holes under bottom between Frs. 85-90 and other small openings, and placed 24 bags of kapok iu wrinkle in bottom., Frs. 88-93; (2) Continued pumping as before, using the following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
4	24 hrs.	15	2 hr.
6	24 "	16	24 hr.
8	23-8/12 hr.	18	18-9/12 hr.
11	2-9/12 "	20	24 hr.
		22	24 hr.

The foregoing represents a reduction in required pumping capacity of about 1-1/3 - 10" pumps per day or a total of about 5 1/2-10" pumps improvement in the last three days. Water level in ship was 21'1" below outside level at 0800 (maximum for day 21'6"); port side list 1°40'; and trim down by bow 5". Ship showed no appreciable transverse movement. (3) Connected Pumps #9 and #11 on generator #1; #5 and #8 pumps on generator #2; and #15 pump on 440 volt line from shore. Moved pump #1 to Fr. 63 in main patch; removed #23 and lowered # 21 by 15'. (4) Installed access ladders to 3rd deck; and cut coamings for drainage of C-101,- C-103 and C-105. Continued investigation of wing tanks and clearing storerooms for access to manholes. (5) Pacific Bridge Company continued to place barges under right cables. Divers continued stopping leaks in joints of main patch, and continued to cut into blister and topped 2 small leaks at bottom of patch at top of armor at Frs. 80-82, port side.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) In #6 airlock, divers closed valves and plugged air leaks in C-1 and C-2 near bulkhead, Fr. 80 as follows: In C-1 divers plugged five conduit tubes in telephone booth, plugged the overflow pipe on hotwell and closed 10 valves. In C-2 divers closed 9 valves. (3) Pacific Bridge Company delivered five 10,000 lengths of wise cable (total 14); continued cross-bracing head-frames; welding thrust pads to ship's keel; and making an attachment to ex-quay F-11-S.

COWPENS Arrived and docked Dry Dock #2.

PORTLAND Completed and departed.

SANTA FE Completed and departed.

MOBILE Completed and departed.

BUNKER HILL Completed and departed.

21 October, 1943

LST447 Undocked Dry Dock #4, departed.

LST480 Undocked Dry Dock #4, departed.

TRATHEN Departed.

TENNESSEE Completed and departed.

YORKTOWN Arrived Berth 24.

REVENGE Arrived GD2.

SAGE Arrived GD2.

ASH Arrived Berth 12 1/2.

PENSACOLA Departed from Yard.

22 October, 1943

OKLAHOMA (1) Divers caulked leaks in main deck cofferdam; Frs. 85-115, port and starboard; assisted in installation of #10 pump (10" diesel); took measurements to determine projection of wreckage at Fr. 82, port side, below level of docking keels; plugged 12-1" rivet holes under bottom inboard, of blister, Frs. 105-110, port; and caulked 4 small leaks inboard of docking keel Frs. 86-87 port.
 (2) Continued pumping to maintain water level just below 3rd deck, using pumps as follows:

<u>Purmp #</u>	<u>Period</u>	<u>Pump#</u>	<u>Period</u>
4	24 hrs.	18	9-6/12 hr.
6	12-9/12 hr.	20	22-7/12 "
8	7-5/12 "	21	4/12 "
16	9-6/12 "	22	24 hr.

This represents a decrease in required pump capacity of about 2-10" pumps for the day to a total of about 8-10" pumps. At 0800, water level was 22' 2" below outside (maximum 22' 6"); port list 1°40'; trim 6" down by bow. Installed pump #10 (10" diesel) down after dynamo room trunk. (3) Installed 29000 c.f.m. ventilation set at Fr. 77 starboard. Examinations and pumping of individual spaces gave following information:

- (a) D-72 - Pumped empty.
- (b) D-6-V, D-12-V, D-16-V -- water can be lowered 2 or 3 feet by pumping but returns to general level in ship.
- (c) A-67-S - found empty.
- (d) A-67-S-L-2 - found fully flooded.
- (e) A-67-P, A-15-1-P-V, and A-18-1-PV - were open to hatches.
- (f) A-66-P, and A-13-1-P-V - were found fully flooded.

Drained trapped water from A-111, A-113, D-101, D-103, and D-107. (4) C.O. V-I-O, reported recovery of 18 skulls, 1 partial body, and miscellaneous bones on 18 October, making a total of 251 skulls and bodies recovered thus far.
 (5) Pacific Bridge Company continued placing barges inboard of ship. Divers drove wedge to close leaks in joints of main cofferdam patch; closed opening about 4" 6' in bottom of main patch between sections 4 and 5; closed small openings under bow patch; and continued cutting into damage blister Frs. 80-82 to locate leaks.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections.(2) In #6 airlock divers closed four valves on min feed pump in C-2; plugged two openings in blkhd. Fr. 80 in C-2; These openings were near the out-board blkhd. end evidently ruptures caused by torpedo explosion. One was 2 'x 4" and the other 1"x 2". (3)Pacific Bridge Company delivered three 10,000 lengths of 1" wire cable (total 17); continued cross bracing head frames; welding thrust pads to ship's keel; and making an attachment to ex-quay F-11-S.

22 October, 1943

NO. CAROLINA Undocked Dry Dock #1, to Berth 2 for completion.

PC590 Undocked Dry Dock #1, to Berth 19, completed and departed.

DREDGE Undocked Dry Dock #1, completed and departed.
"HARRIS"

SCULPIN Completed and departed.

SEAL Undocked, Floating Dry Dock YFD2, completed and departed.

SC502 Undocked Marine Railway #2, to Berth 14.

LCI(L) 80 Undocked Marine Railway #2, completed and departed.

SCHUYLKILL Arrived Berth 12 for repairs.

KALOLI Arrived Berth 13 for repairs.

SS CAPE STEVENS Arrived Berth 7 for alterations.

KEOSANQUA Arrived Berth 9 for overhaul.

ANACAPA Arrived Berth 9 for repairs.

PENSACOLA Returned to Yard.

SS CAPE FEAR Arrived Berth 7 for repairs.

ONTARIO Arrived Berth 14 for alterations.

LCI(L)77 Arrived and docked Marine Railway #2.

YO43 Docked Marine Railway #2.

AZURLITE Arrived Berth 6.

MACKINAC Arrived Berth 23.

DALE Completed and departed.

HALE Completed and departed.

23 October, 1943

OKLAHOMA. (1) Divers searched for but found no leaks under ship, Frs. 105-110, port; and caulked small leaks under ship Frs. 84-90 port, at after end of main patch, between sections 1 and 2 of main patch, and along bottom of bow patch.

(2) Continued pumping as before using the following pumps:-

<u>Pump#</u>	<u>Period</u>	<u>Pump#</u>	<u>Period</u>
4	8-4/12 hrs.	16	9 hrs.
6	7-10 12 hrs.	20	21-4/12 hrs.
7	1-2 12 hrs.	22	24 hrs.

The foregoing required capacity is equivalent to about 6 1/2 - 10" pumps. At 0800 water level in ship was 21'-5" below outside level (22'-6" maximum); port list 1°-40'; trim down by bow 4". Continued investigation of wing tanks and voids, port and starboard; and opening and clearing storerooms on 3rd deck for access to manholes. Voids A-66-S, A-13-1-S-V, A-67-S, A-15-1-S-V, and A-18-1-S-V were found empty.

(3) Continued work to place #10 pump (10" diesel in operation).

(4) Pacific Bridge Co. installed shores in main patch at 20' level below M.L.W. Divers continued caulking leaks and cutting into damaged blister to locate leaks.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections.

(2) In #6 airlock, divers closed one 8", one 6" and one 2" valves in C-17 Fr. 84 1/2, stbd., between inner bottom and 2nd platform; closed two 2" valves in C.L., 3' aft of bulkhead #80, near outboard bulkhead; and began cutting away funnel on hotwell overflow in C-1 in preparation for plugging.

(3) Pacific Bridge Co. continued cross-bracing head-frame welding thrust pads to ship's keel; and exploded fifty pounds of 60% dynamite in ex-quay F-11-S for making an attachment.

ABBOTT Arrived and docked Dry Dock #1.

ISLAND MAIL Docked Dry Dock No. 1.

SC502 Completed and departed.

PT228 Arrived GD2.

PT233 Arrived GD2.

PT234 Arrived GD2.

BELLEAU WOOD Arrived Berth 2.

YF541 Arrived Berth 9 prior to docking.

23 October, 1943

DEKANAWIDA Completed and departed.

ANACAPA Docked Floating Dry Dock (YFD2).

HALE Arrived Berth 15.

SUNNADIN Arrived Berth 19.

24 October, 1943

OKLAHOMA (1) Divers took measurements at about Fr. 83 on port side to determine damage to side and bottom structure; and caulked leaks in several 2nd deck airport covers, in bow patch, and between sections 1 and 2 of main patch.

(2) Continued pumping as before, using following pumps:

Pump #	Period	Pump #	Period
6	1-3/12 hrs.	20	21-11/12 hrs.
16	1 hr.	22	24 hrs.
18	1 hr		

Foregoing capacity is equivalent to about 5.6 - 10" pumps. At 0800, water level in ship was 21'-3" below outside level (max. 22'-3"); port list 10-38'; trim down by bow 5". Continued work to place #10 pump in operation and assembled pump #1. With pumps 20 and 22. holding water level constant, operated pumps 16 and 18 for one hour to determine subdivision and found water levels were lowered by the following amounts at the various measuring stations:

Fr 56 1/2 C.L.....	..1'-1"	Fr.77 S.....	0'-3"
Fr .65 (patch).....	1'-4"	Fr.98 P1'-9"
Fr.77 P	1'-4"	Fr.114 P	1'-8"

(3) C.O., V-I-O reports recovery on 22 October of one skull and miscellaneous bones from 3rd deck passageway, and nine skulls and accompanying bones from radio room on 3rd deck, thus making a total of 261 skulls and bodies recovered to date.

(4) Continued clearing starboard 3rd deck storerooms for access to manholes, and continued investigations of wing tanks and voids. Strain gauge readings (total) on righting tackles continue to decrease.

(5) Pacific Bridge Co. commenced installation of an H-beam fender to take bearing of position barge and float in way of cofferdam on starboard side aft. Divers continued caulking leaks in bow patch and main patch; and cutting into blister at about Fr. 82 to locate leaks.

- UTAH (1) Maintained pressures in main and auxiliary air bubble sections.
- (2) In #6 airlock, divers plugged overflow pipe in hotwell in C-1. By closing this leak to section M-4 the pressure in section M-6 was raised to 13 lbs. Began removing inboard section of blank on armor grating at Fr. 90 1/2, 8' to starboard of centerline in C-1 engine room in the 3rd deck. Made preparations to mix and use concrete to close armor gratings.
- (3) Pacific Bridge Co. continued cross-bracing head frames; welding thrust pads to ship's keel; making an attachment to ex-quay F-11-S by use of two charges of dynamite.

24 October, 1943

YO43 Undocked Marine Railway #2, completed and departed.

LCI(L)77 Undocked Marine Railway #2, completed and departed.

HELEAKALA Arrived Berth 12 for minor repairs.

CLAMP Arrived Berth 12 1/2.

LCI(L)78 Arrived, docked Marine Railway #2, undocked, completed and departed.

PT226 Completed and departed.

25 October, 1943

OKLAHOMA

(1) Divers investigated and took measurements to determine docking information under exposed portion of bottom, Frs. 75-98, port side; caulked leaks in patch at top of armor, Frs. 85-93, and in main patch between sections #3 and #4.

(2) Continued pumping as before, using pumps as follows:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period.</u>
7	9/12 hr.	21	2-9/12 hr.
20	9-4/12 hr.	22	24 hr.

Also tested operation of pumps #5,9,11,17,18 briefly. The foregoing tabulation gives pumping capacity equivalent to about 4-10" pumps. At 0800, water in ship was 21'7" below outside level (day's maximum 22'7"); port list 1°40'; trim down by bow 5".

Completed assembly of #10 pump and continued installing discharge piping. (3) Continued clearing storerooms on starboard side of 3rd deck for access to manholes to wing tanks and voids. This is extremely slow and difficult work due to the shifting, deterioration and fermentation of the stores. Inspected wing tanks and found as follows:

(a) Flooded and tight

C-39, D-13-V, B-2-2-S-V, B-3-1-S-V.

(b) Empty

D-69, D-V.

Commenced pumping to empty A-13-1-P-V. Placed barge and camel between ship and quay F-5-S. (4) C.O., V-I-O reports recovery of 16 skulls, 4 partial bodies; and miscellaneous bones from Radio Room on 3rd deck, making a total of 281 bodies and skulls recovered to date.

(5) Pacific Bridge Co. suspended operations for the day (Sunday).

UTAH

(1) Maintained pressures in main and auxiliary air bubble sections. (2) In #6 airlock, divers completed removing section of ventilation duct blanking armor grating in 3rd deck, Fr. 90 1/2, in compartment C-1 in preparation for installing form for concrete. (3) On port side of ship's bottom at Fr.81, divers removed torn sand bags from form adjacent to docking keel in preparation for rebuilding. (4) Pacific Bridge Co. suspended operations for the day (Sunday.)

HALE

Departed.

CAPE SAN MARTIN

Arrived and berthed in Dry Dock #4.

CAPE FEAR Departed.
YOUNG AMERICA Arrived Berth 7.
MACKINAC Completed and departed..

25 October, 1943

LEXINGTON. Completed and departed.
INDIANAPOLIS Completed and departed.
ONTARIO Docked Marine Railway #2.
YF541 Docked Marine Railway #2.
BARNES Arrived Berth 17.
BULLWHEEL Arrived Berth 13.
YT152 Arrived and hoisted out.

25 October, 1943

1. The Commandant; with representatives of Cincpac holds a daily conference in regard to work being performed on vessels in the Navy Yard.
The status of work during the period
18-24 October, 1943, is outlined as follows:

ABBOTT Arrived - 23 October Complete - Indefinite
DD629 Dock- 23 " Undock - 25 October

This ship is Available for damage repairs (due to collision) and alterations. Ship is now in dry dock for cutting away damaged portion of bow. Structure to be rebuilt is-as follows: To frame 26 at the underwater sound room, to frame 26 between 3rd and 2nd platforms and to frame 30 above 2nd deck. All damaged electrical gear, anchor windlass, motors and controllers, pit log controls and transmitter, (3) announcing reproducers and all wiring forward of frame 30 will be removed and repaired or replaced. Ship will be undocked as soon as damaged structure is cleared and then redocked when fabrication of new structure is completed in the shop.

ANACAPA Arrived - 22 October Complete - 27 October
AG49 Dock- 23 " Undock - 25 "

Docked for removal of OBE sound equipment. Progress satisfactory.

ASH Arrived - 21 October Complete - Indefinite
YN2 Dock 27 " Undock - 30 October

Available for overhaul of both main engines, repair of a 60 KW generator, installation of anchor handling gear and fire fighting equipment. Work is underway.

ATR44 Arrived - 19 October Complete - Indefinite
8044

This tug is available for a main engine overhaul and repainting of F.W. tanks. Both engines are being disassembled, main feature of overhaul is an alteration to pistons to insure greater oil escape capacity from the (2) oil rings in the skirts of pistons. Some of the pistons are now in machine shop for this alteration. Progress satisfactory.

25 October, 1943

AULICK Arrived - 9 April Complete - 30 October
DD569 Dock - 29 " Undock - 5 June
Redock - 6 June " 1 July
" - 2 July " 17 "
" 26 October " 27 October

Dock trial is now underway. Due to volume of work found necessary in testing out, redocking and sea trials, it was necessary to extend completion date to 30 October.

AZURLITE Arrived - 22 October Complete-- Indefinite
PY22

Ship available for repairs to main and auxiliary engines, and dry docking for checking and renewing as necessary of stern tubes and bearings.

BELLEAU WOOD Arrived - 23 October Complete - 26 October
CVL24

Available for repairs to flight deck. The flight deck was damaged by a deck crash to the extent that a hole 15' by 16' was opened up, involving damage to numerous strength members.

BURNS Arrived - 12 October Complete - 26 October
DD588

Port L.P. turbine casing was lifted, rotor raised, journals stoned, bearings spotted in, labyrinth packing combed out, carbon packing, sealing rings and thrust shoes were renewed. Rotor and casing have been lowered. The forward inboard reduction gear pinion bearings were inspected. Dock trial being held this date. All major hull work completed except for repair of leaks between F.O. tanks, C-4 and C-6, this job 15% complete. Progress satisfactory.

CAPE FEAR Arrived - 22 October Complete 29 October
S.S.

A 50 H.P. deck winch motor has been sent to shop for repairs, armature to be rewound. Hull work: landing boat stowage 75% complete. Progress satisfactory.

CAPE STEVENS Arrived - 22 October Complete - 29 October
S.S.

Landing boat stowage job 90% complete. No machinery work in progress.

25 October, 1943

COWPENS Arrived - 21 October Complete - 31 October
CVL25 Dock - 21 " Undock - 25"

Ship available for repairs to damaged starboard quarter, (due to collision). Hull repairs are 15% complete, degaussing MG set and fire pump motor sent to shop for overhaul. Five staterooms require rewiring. Progress satisfactory.

DOLPHIN Arrived - 28 August Complete - 30 December
SS169 Dock- 18 September Undock - 9 October

Status of major hull jobs as follows: Installation of "T" shaped gaskets in master vent valves 75% complete, overhaul and test of torpedo flasks and system 100%, overhaul of torpedo tubes and shutters 100%, steering and diving gear 50%, installation of new hydraulic plant and modified automatic by-pass valve 5% (awaiting material from Mare Island on this job), overhaul of turbo-blowers 60%, trim pump 70%, replacement of corroded sections of super-structure 90%, realignment of #2 periscope 30%, cutting down of conning tower fairwater and installation of 20 mm gun 50%. Progress satisfactory.

Machinery work: welding of the new section of the port engine bed plate has been completed and machining of casting is now underway. Main engine clutch: journals have been sized and polished. Coupling ends have been machined true with the shafts. Pins have been ground to a common size and are being pressed into the spiders. Bushings are being manufactured to be installed in the cones. The starboard auxiliary engine pistons are being assembled, two of six are completed. Starboard main engine pistons are being assembled, one of six is completed. Progress satisfactory.

FINBACK Arrived - 13 September Complete - 28 November
SS30 Dock- 13 October Undock - 26 October

Status of major hull jobs as follows: elimination of conning tower door 95%, ballistic splinter protection 75%, relocation of crew's midship head piping 50%, installation of "T" shaped gaskets in MBT vent valves 25%, overhaul of trim and drain pumps 90%, overhaul of #1 and #2 H.P. air compressors 60%, relocation of maneuvering room head piping 35%, shock mounting of trim and drain pumps 65%, overhaul of bow and stern plane rigging and tilting systems 25%, check of periscope alignment and overhaul of hoist 50%, MkXII mine handling and stowage 80%, overhaul of main hydraulic accumulator and automatic by-pass valve 80%, conversion of MBT#4A and #4B into fuel ballast tanks 40% conversion of #1 lube oil tank into sanitary tank 25%.

25 October, 1943

FINBACK Progress satisfactory. Machinery work: shafting realign-
Cont'd ment is underway. Port and starboard IB and OB lands
are now being built up and they will be rebored to
plan size. Port and starboard struts have been built
up and boring is underway. All bearings will be rewooded.
Shops estimate to have main generator armatures #2
and #4 completed and balanced by 4 November. It will
require 24 days for their installation and replacement.
of interference and dock trial, therefore a new com-
pletion date has been set, for which progress is
satisfactory.

HALE Arrived - 23 October Complete - Indefinite
DD642
Returned to Yard for minor repairs.

HALEAKALA Arrived - 24 October Complete - Indefinite
USAIT
Arrived for miscellaneous machinery repairs.

INDIANAPOLIS Arrived - 14 October Complete - Indefinite
CA35
Minor hull and machinery work underway. Progress
satisfactory.

ISLAND MAIL Arrived - 16 October Complete - 30 October
WSA Dock - 23 " Undock - 25 "
Installation of stowage for (8) landing craft completed.
Installation of TCS radio equipment 25% complete.
Main engine: #1, 2, 3 and 5 pistons are being worked
on, cleaning carbon, renewing rings and grinding and
stoning wire drawn grooves in pistons and cylinders. #1
and #2 pistons and cylinders are complete and reassem-
bled. No work being done on #4 piston as work was accom-
plished on West Coast. Progress satisfactory.

KALOLI Arrived - 22 October Complete - 29 October
ACG13

The #1 cargo pump (gasoline) which has been overhauled in the shop is to be reinstalled during this availability, the port salt water pump is also to be reinstalled after repair by shop. A new casting was made for the starboard S.W. pump and partially machined, completion of the job is awaiting parts from ship. No hull work in progress.

KEOSANQUA Arrived - 22 October Complete - 16 December
AT38

Available for main engine overhaul and alterations in preparation for transfer to a distant station.

25 October, 1943

LEXINGTON Arrived - 18 October Complete - 24 October
CV16

Available for damage repairs to radio mast, walkway 20 mm guns, and other minor repairs, work completed. Ship to depart this date.

MACKINAC
AVP13 Arrived - 22 October Complete - 25 October

Available for replacement of SC radar antenna. Progress satisfactory.

MINNEAPOLIS Arrived - 13 October Complete - 26 October
CA36

No. 2,3,4 and 6 5"/25 cal. guns were lifted and repaired. All hull and machinery completed. Air plane crane was tested with a 5-degree list and an approximate 5 ton load. Motor showed a 50% overload in this condition. Test was satisfactory with ship on an even keel. Availability has been expanded for repair of crane, which has been removed for inspection of bearings. Bearings, roller paths, and racks were found worn and covered with coagulated grease. All parts are being cleaned and properly lubricated. New rollers being ordered.

NEW ORLEANS Arrived - 14 October Complete - 29 October
CA32

No. 1 H.P. turbine casing and rotor were lifted for inspection and check of all clearances. Rotor and casing is now back in place and holding down bolts have been slugged tight. No. 1 H.P. reduction gear casing is now being lifted for an inspection. Repair of the upper and lower powder hoists of #2 8" turret and check and repair of alignment of shell hoist #2 turret 25% complete. Repair of MMB-1 sound projector 40% complete. Only minor hull work has been accomplished.

NO. CAROLINA Arrived - 17 September Complete - 29 October
BB55 Dock - 21" Undock - 22"

Extension to secondary conning platform 85% complete, installation of 16" shell handling beams and hoist equipment 85%. All major machinery jobs completed. Overhaul of Waterbury gear will be completed 29 October and other work will meet that date.

ONTARIO Arrived - 22 October Complete - 3 November
??T13 Dock - 25 " Undock - 27 October

Ship to dry dock for changing pitch of propellers, installation of seachest for fathometer and repair of shell plating. He-pair of annunciator system to be accomplished during this availability.

25 October, 1943

PC584 Arrived - 12 October Complete - Indefinite
6084 Dock - 19 " Undock - "

All hull work has been completed. Shafting and bearings have been removed from ship to shops for straightening of shafts, polishing of journals and rewooding of bearings. Flanges of stern tube bushings were broken. Minor machinery work is underway. SF radar installation and repair of NJ-3 receiving projector completed.

PC596 Arrived - 20 October Complete - 2 November
6096

Available for repairs as follows: relocation of fire and flushing pumps, repair and modification of (5) 20 mm machine gun mounts, modification of (2) Mk3 depth charge racks, modification of (2) 3"/50 cal. A.A. gun mounts, installation of radar, docking for reinforcement of hull in vicinity of propellers.

PENSACOLA Arrived-- 27 January Complete - 30 October
CA24 Dock- 2 February Undock - 7 March
Redock- 29 April " - 5 June
" - 6 June " - 1 July
" - 17 October " - 20 October

All parts for the steering gear follow-up are ready for installation in gear housing, machining of which was completed 25 October. After parts are fitted and installed a torque test will be made.

PT228 Arrived - 23 October Complete - 25 October
2238

Available for replacement of (4) torpedo tubes, installation of (1) Mk14 - 20 mm mount, and repairs to air compressors.

PT233 Arrived - 23 October Complete – Indefinite
2243

Available for replacement of (4) torpedo tubes, installation of (1) Mk14 - 20 mm mount, installation of gyro flux-gate compass system, and repairs to air compressors.

PT234 Arrived - 23 October Complete – Indefinite
2244

Available for replacement of (4) torpedo tubes, Installation of (1) Mk14 - 20 mm mount, and repairs to air compressors.

REVENGE Arrived - 21 October Complete - 31 October

AM110 Available for minor hull and machinery repairs.

25 October, 1943

SAGE Arrived - 21 October Complete - 26 October
AM111

Only minor work to be done by Yard. Pearl Harbor Ship Repair Unit to accomplish major part of work.

SAILFISH Arrived - 23 September Complete - 28 October
SS192 Dock- 29 " Undock - 20"

All major hull jobs are either 90 or 100% complete. Shaft realignment has been completed, starboard reduction gear has been checked. Dock trial being held this date, pending successful dock trial, the ship will leave the Yard 26 October.

SALT LAKE CITY Arrived - 17 October Complete - 24 October
CA25

Hull and machinery work completed and ship to depart this date. No. 3 and 4 fire and bilge pumps repaired, (2) main feed pump rotors overhauled, SK and SG radar M/G sets installed, also new SK radar antenna.

SAN FRANCISCO Arrived - 17 October Complete - 27 October
CA38

Boiler stop and main steam casting have been repaired and are being reinstalled. Installation of BK M/G sets 50% complete, SG(a) wave guide conversion underway. Repairs to (2) master gyros 50% complete, repair of (3) 20 mm mounts 50%, repairs to AA and MB directors 90%. Progress satisfactory.

SC520 Arrived - 16 October Complete - Indefinite
6020 Dock - 19 " Undock - "

Status of major hull jobs as follows: 40 mm magazine installation 60% complete, 20 mm gun installation 80%, 40 mm installation 80%, life raft relocation 30%, repair of NJ-3 receiving projector complete, ready for test, repair of WEA projector 35% complete. Machinery work: port shaft was broken at inboard coupling, a spare shaft is being machined. Main engines may have to be realigned when ship undocks. Two .50 cal. guns removed and (2) Mk10 20 mm mounts installed.

25 October, 1943

SOHLEY Arrived - 16 October Complete - Indefinite
APD14

Forward and after engine room units contaminated with dirt and grit in lube oil systems. All engine and gear bearings to be overhauled. Starboard gears to be sent to shop for machining journals and stoning gear teeth. Bearings to be remetalled. Lube oil coolers and piping being removed and sent to shop for cleaning. Progress satisfactory.

SCHUYLKILL Arrived - 22 October Complete - Indefinite
AO76

Available for installation of SA radar. Progress satisfactory.

WAMPATUCK Arrived - 10 March Complete - Indefinite
YT337 Dock- 15 June Undock - 17 June
Redock - 18 September " - 9 October

All hull work by Yard force proceeding satisfactorily.
Main engine repairs being accomplished by Pearl Harbor
Ship Repair Unit.

YMS288 Arrived - 13 October Complete - 30 October
16288 Dock- 14 " Undock - 19 "

Shafting and propeller repairs completed. Realignment
and chocking of starboard main engine now underway.
Progress satisfactory.

YORKTOWN Arrived - 21 October Complete - 30 October
CV10

Renewing brickwork in saturated side of all eight
boilers. Carbon packing of #1 and #2 generators are
being renewed. A 16 H.P. blower has been sent to shop
for overhaul. No. 1, 2, 3 4 astern throttles are being
dismantled for overhaul. No. 4 fuel oil pump in #2
boiler room was dismantled and found to be in such
condition as not to warrant repair. A new pump will be
Installed. Installation of new SC-2 radar antenna and
associated equipment is 25% complete. Progress
satisfactory.

25 October, 1943

COMPLETED

<u>SHIP</u>	<u>DATE</u>
ASHLAND (LSD1) -	19 October
BELLEAU WOOD (CVL24) -	20 "
BUNKER HILL (CV17)-	21 "
(Arrived 19 Oct. for repairs to radio mast)	
DALE (DD353) -	22 October
DEKANAWIDA (YT334)	23 "
HALE (DD642) -	22 "
"HARRIS" DREDGE-	22 "
HULL (DD350) -	20 "
LCI(L)77 -	24 "
(Arrived and docked 22 Oct. for change of propeller)	
LCI(L)78 -	24 October
(Arrived and docked 24 Oct. for emergency docking)	
LCI(L)80 -	22 October
(Arrived and docked 18 Oct.)	
LST477 -	21 "
LST480 -	21 "
MOBILE (CL63)	21 "
MONTEREY (CVL26)	19 "
NASHVILLE (CL43)-	19 "
PC590 -	22 "
PORTLAND (CA33) -	21 "
PT226	24 "
SAN BERNARDINO (PC59)	18 "
SANTA FE (CL60) -	21 "
SC502-	23 "
SC629-	18 "
SCULPIN (SS191) -	22 "
SEAL (SS183) -	22"
(Arrived and docked 19 Oct. for repairs to underwater sound gear)	
TENNESSEE (BB43) -	21 October
(Arrived 19 Oct. for modification of SC antenna)	
TRATHEN (DD530) -	21 October
(Due to the extent of the crack in the casing of #2 H.P. turbine, this ship left for a Mainland Yard for accomplishment of work)	
WARRINGTON (DD383) -	18 October
Y043-	24"
(Arrived 20 Oct. docked 22 Oct. for repairs to port propeller)	

25 October, 1943

EXPECTED ARRIVALS

<u>SHIP</u>	<u>Nature of Work</u>	<u>DATES</u>
APc108-APc109	Dry docking	30 Oct - Indefinite
BULLWHEEL (Y046)	"	"25 " - 1 Nov.
BUTTERNUT (YN4)	Alterations	1 Nov. - Indefinite
CAPE SAN MARTIN (WSA) "	"	25 Oct. - 25 Oct.
JUPITER (AK43)	"	? - 29 "
LSTs19, 476, 479	Add'l armament	27 Oct. - 30 "
LSTs 477, 478, 480, 481 and 482	"	"25 " - 30 "
PIERCE (APA50)	Installation of hatch covers	? - 26 "
PRES. POLK	Alterations	? . 5 Nov.
RHODOLITE (PYc19)	Drydocking - conversion to weather ship	1 Nov. - 15 Nov.

25 October, 1943

WORK IN PROGRESS REPAIR & CONVERSION DIVISION

AT HAWAIIAN TUNA PACKERS - HAWAIIAN SHIPYARDS

USS DOHASAN Arrived - 13 August Complete - 7 November
YT335

Vessel arrived from Inter-Island Drydock for general overhaul of main engine, auxiliary diesel generator, all pumps and deck machinery, extensive above waterline hull repairs and numerous other items. Main engine: lining up of main engine completed. Hardwood wedges under engine being installed. Fitting of new piston rings to pistons completed. Received all wrist pins and wrist pin brasses, except (2). Fitting of (1) completed. Expect to start reassembly of main engine 26 Oct. Thrust shaft: installation of thrust shaft completed. Auxiliary diesel engine: overhaul completed. Lining up generator to engine and securing steel base, preparatory to reinstallation aboard vessel. Anchor engine: overhaul of anchor engine completed. Will test engine under load conditions 28 October. Guard rails: installation of hardwood guard rails completed. Deckhouse: all original and additional repairs completed. Pumps: shop overhaul of all pumps completed. Reinstallation of pumps aboard ship will start 28 October. Progress on all other items of repair satisfactory.

YP238 Vessel at Pier 7, Honolulu. Work started 21 October, at 1200. Hawaiian Tuna force, locating and eliminating short circuits in main electric panel board, also stoning down rough spots on crankshaft journal of auxiliary diesel engine. Reinstalling and adjusting crank bearing. Work to be completed at 1700 October 22. Progress satisfactory.

USS WAPELLO Arrived - 2 October Complete - 7 November

Vessel arrived for complete main engine overhaul. Vessel departed for drydocking at Inter-Island, 12 Oct., returned to Kewalo Basin 15 Oct. Reassembly of main engine 98% complete. Received oil seal ring for generator, supplied by ship's force. Expect to hold dock trials 25 October.

USS SKENANDOHA Ship to shop job. Machining (6) bronze pump castings.
YT336 (2) completed. No work in progress on balance due to heavy work load in machine shop.

YP282 Shop job. Manufacturing new spark arrester for main engine. Will install when vessel is made available. Progress satisfactory.

25 October, 1943

USS MALANAO Vessel at pier 7, Honolulu. Overhaul of auxiliary
AG44 diesels. Cleaned air intake filter screen, manufactured minor parts for engine, cleaned nozzles, adjusted and tuned engine. No. 2 diesel in process of complete overhaul. Progress satisfactory.

PT260 Arrived - 9 October Complete - 21 October
Dock - 11 " Undock - 18 "

Vessel arrived for underwater damage repairs. Replaced (3) propeller shafts, (3) propellers, (3) rudders, (3) struts and bearings, also repaired damages to underwater hull and keel. Applied (2) coats copper bottom paint. Port engine out of line - realignment of engine 100% complete. Post repair trials satisfactory Vessel departed.

YP349 Assist ship's force job. Hawaiian Tuna Packers force assisted ship's force with installation of third ice machine motor.

C-18314 Arrived - 10 October Complete - 26 October
Torpedo
Retriever Vessel arrived fore approved alteration to pilot
Boat house in order to increase visibility. Alteration work approximately 90% complete. Completion date delayed due to higher priority work in shipyard. Progress satisfactory.

X14-20 Arrived - 14 April, 42 Complete - 22 October
KAIMALINO Dock- 16 October Undock - 21 "
Steel Hull

Vessel arrived at Hawaiian Tuna Packers after being taken over by Navy. Vessel was docked for routine underwater repairs. One coat of anti-corrosive and one coat anti-fouling paint applied. Vessel turned over to Ship Repair Unit, Navy Yard, Pearl Harbor for use as workboat. Vessel departed 22 October.

X14-18

AWA Arrived - 15 December, '41 Complete - Indefinite
Dock- 18 July Undock - 16 October

Conversion to fire fighting boat for Capt. of Yard, Navy Yard, Pearl Harbor. All underwater work completed. Machinery and hull work approximately 90% complete, except installation of pumpers. Progress slow due to higher priority work in shipyard.

LCC29815 Arrived - 10 October Complete - Indefinite
Dock- 11" Undock- "

Arrived for extensive hull repairs. Repairing underwater and above water hull, propeller shafts, skegs, rudders, propellers, struts, ramps and decks. Progress satisfactory.

25 October, 1943

LCC8221 Arrived 12 October Complete Indefinite
Dock 15 " " - "

Vessel arrived for similar repairs as reported on LCC29815 above. Progress satisfactory.

36' Wooden Arrived- 12 October
Landing Barge

Landing barge arrived on deck of Lcc8221. Damaged beyond economical repair. Has been surveyed. Salvageable fittings and other Metal parts have been removed. Hull to be destroyed by burning. Salvage of parts completed.

KIYO MARU Arrived - 26 July Complete Indefinite
YP172 Dock- 27 September Undock 18 October

Vessel arrived for reconversion to fishing boat. No written authority received from W.S.A. except verbal authority to Hawaiian Tuna Packers. Overall reconversion of vessel 90% complete: Progress slow due to higher priority work in shipyard.

YCK34 Completed and departed on 16 October.
Steel
AMMUNITION
Lighter

YCK22 Sub-assemblies for 2nd barge received. Work started
Steel 2 October. Welding of sub-assemblies 60% complete.
Ammunition Estimated completion date - 18 November.
Lighter Note:
Five additional steel lighters, #16, 18, 19, 35 and 49 inclusive, to be completed under NObs contract with Hawaiian Tuna Packers.

AMERICA MARU Dock - 13 August Undock - 16 August
YP168

Same as previous report. Awaiting balance of engine parts for 135 H.P. Atlas Imperial diesel. No work in progress.

PAB#2 Arrived - 16 October Complete – Indefinite
Steel
Lighter

Barge arrived for extensive repairs to above water exterior and interior upkeep hull repairs. No work in progress due to other higher priority work in Shipyard.

25 October, 1943

U.S.COAST GUARD WORK - TUNA PACKERS' YARD

CG30091-F Arrived - 19 October Complete - 21 October
Steel Fire- Dock- 19 " Undock - 21 "
Fighting Boat

Vessel arrived for routine docking and underwater hull upkeep repairs. Scraped and cleaned underwater hull. Checked pump intakes and underwater propulsion nozzles. Applied (1) coat anti-corrosive and (1) coat anti-fouling paint.

CG30092-F Arrived - 14 October Complete - 19 October
Steel Fire Dock- 14" Undock - 19 "
Fighting

Boat Vessel arrived for routine docking and underwater hull upkeep repairs. Completed and departed.

CG24362 Arrived - 14 October Complete - 28 October
Dock 14 " Undock - 28 "

Vessel arrived for routine docking and installation galvanized sheet steel on port and starboard bows, also hardwood guards above and below waterline. Sheet steel received. Progress satisfactory.

CG26327 Arrived - 21 October Complete - 23 October
Dock- 21 " Undock - 23 "

Vessel arrived for routine docking and underwater hull upkeep repairs. Scraped, cleaned and washed down underwater surfaces of hull. Checked, rudder, propeller and stern tube bearing. Checked and caulked all butts and seams as required. Applied (2) coats copper bottom paint. Work completed and vessel departed.

U.S. ARMY WORK - TUNA PACKERS YARD

TP233 Arrived - 27 Aug ' 42 Complete 13 November
Dock- 29 March Undock 19 October

Vessel acquired by Army from Navy, 7 June. Converting to small cargo and passenger carrier, inter-island service. Deckhouse, passenger accommodations, crew's quarters, cargo spaces, fittings and all major conversion work 87% complete. Engine room machinery work 80% complete. Progress slow due to labor being removed for other urgent Army work. Completion date delayed.

25 October, 1943

J353 Arrived - 30 August Complete - 30 October
Motor Launch Dock- 1 September Undock - 11 September
Redock- 18 October " - 27 October

Vessel arrived for complete overhaul of main engine and extensive hull repairs. All hull work completed. Slow progress due to difficulty securing engine parts. Vessel redocked for installation of rudder propeller and propeller shaft. Progress satisfactory.

TP132 Arrived 8 September Complete - Indefinite
Sampan type Dock- 11 " Undock - 11 October
Cabin Cruiser

Vessel arrived for routine docking and complete main engine overhaul. Engine beyond economical repair. No spare parts available. Army will supply new engine. Has not arrived to date. No work in progress.

C17 Arrived 12 October Complete - 2 November
M.L. Army Dock- 12 " Undock - 2 "

Vessel arrived for installation of Navy Model DD diesel engines and extensive hull repairs. Engine supplied by Army received 15 October. Engine foundations and hull repairs approximately 70% complete. Expect to start engine installation 27 Oct. Progress satisfactory.

Arrived - 30 August Complete – Indefinite
C19
M.L. Army Vessel arrived for complete main engine overhaul. Majority of parts received. Many other vital parts missing. Have been informed by Army that parts being ordered shipped via Army Air Transport. No work in progress.

C20 Arrived - 30 September Complete – Indefinite
M.L. Army Vessel arrived for complete overhaul of main engine which had previously been submerged. Reassembly of engine approximately 75% complete. Many small parts missing. Not procurable locally. Informed by Army that parts being ordered shipped via Army Air Transport. No work in progress.

J1270 Arrived - 20 October Complete – Indefinite
Vessel arrived for adjustment to port engine clutch. Examination shows parts worn badly due to improper adjustment by crew. Informed by Army attempts being made to procure new parts or entire new clutch assembly. No work in progress.

25 October, 1943

INTER-ISLAND DRY DOCK COMPANY

YT119 Arrived - 16 October Complete - 19 October
Dock 16 " Undock - 19 "

Completed repairs to rudder, installed (8) zinc protectors, painted bottom with (2) coats plastic paint.

USS ANACAPA Shop work. Relined bilge pump and overhauled suction
AG49 and discharge valves. Manufactured top cylinder head for water and of main feed pump. Made (2) sets H.P. metallic packing for main engine. Completed 21 Oct.

USS MALANAO Arrived - 18 October Complete - 28 October
AG44

Installing vent ducts and fans to galley and crew's quarters. Rebabbitted and fitted port H.P. cross-head bearing. Cleaned water passages thrust shoes main engine. Bored and refitted #3 port crank bearing, overhauled valve gear #2 main feed pump, overhauled link, gear #6 winch. Miscellaneous machine shop jobs.

SS HAWAII Arrived - 22 October Complete - Indefinite
WSA

Berthed at pier 3 for machinery overhaul and general repairs. Completion date estimated 6 November.

SS JANE ADAMS Arrived - 18 October Complete - 19 October
WSA

Repaired control valve and minor damage to #3 winch. Repaired magnet in phone system from bridge to engine room. Furnished ship (6) feet ventilating extension to galley stack and repaired safety valve on steam cooker. (American President Lines Agent).

SS MALIKO Arrived - 21 October Complete - 22 October
WSA

Checked and repaired general alarm system; removed grounds. (Castle & Cook Agents.)

Landing Barge Arrived - 15 October
#12030

No work started. Ramp is missing and new one must be manufactured. Plans in progress. Estimated completion 25 November.

25 October, 1943

Landing Barge Arrived - 15 October
29852

Work of straightening, making watertight, repairing ramp and underwater parts 50% complete. Awaiting steel and materials from Navy. Completion estimated as November 5.

Landing Barge Arrived - 15 October
Unknown

Number obliterated. Work 25% complete. Awaiting materials. Completion 20 November.

OTHER HONOLULU CONTRACTORS

SS PRES. TYLER Arrived - 23 October Complete - 27 October
WSA

Ship repair battalion working on #1 starboard main bearing and #4 and #5 port main bearings. Two engine counters removed to Shop 51, Navy Yard, for repair. Machinery Chemical & Supply Co. cleaning water service lines main engine.

Landing Barge Arrived - 15 October
C29849

Work of straightening, making watertight, repairing ramp and underwater parts 80% complete. Completion 30 October. (At Island Welding & Supply Co., Ltd.).

26 October, 1943

OKLAHOMA

(1) Divers placed kapok filled bags in wrinkles under ship at Frs. 95-100 and 82-85 on port side to stop possible leaks. (2) Continued pumping as before, using the following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
7	1-5/12 hr.	23-	9/12 hr.
17	1.7/12 "	22	20-10/12 hr.

Water in ship at 0800 was 22'- 2" below outside level (maximum for day 23'); port list 1 degree 37'; and trim down by bow 6". Pumping capacity above is equivalent to about 5.5 -10" pumps. Completed discharge pipe installation for pump #10 and emptied A-13-1-P-V by submersible pump. Commenced removing trapped water from fireroom passageway on 3rd deck. (3) Continued work, including cutting through bulkheads, to reach manholes to wing tanks in starboard storerooms on 3rd deck. Found void C-41 empty. (4.) Pacific Bridge Co. divers continued caulking leaks in sections 1,2,3, and 4 of main patch and cutting into blister to locate leaks at about Fr. 82.

UTAH

(1) Maintained pressures in main and auxiliary air bubble sections. (2) In #6 airlock, divers began removing counterbalancing arm from across armor grating through 3rd deck at Fr. 81 1/2, 8' outboard of centerline in C-1. (3) On port side, Fr. 81, divers continued renewing sandbags for concrete form for a patch on ruptured ship's bottom. (4) Pacific Bridge Co. renewed crane on barge # 635; continued cross-bracing head-frames; welding thrust pads to ship's keel; and making connections to ex-quays F-11-S and F-11-N.

MINNEAPOLIS

Completed and departed.

SALT LAKE
CITY

Completed and departed.

COGHLAN

Arrived Borth 15.

ANACAPA Undocked, Floating Dry Dock, YFD#2, to Berth 3 for completion.

ISLAND MAIL Undocked Dry Dock #1, to Berth 18 for completion.

ABBOTT Undocked Dry Dock #1, to Berth 3 to be redocked.

BULLWHEEL Docked Floating Dry Dock, YFD2.

YPK2 Arrived and docked, YFD2.

26 October, 1943

YF542 Completed this date.

ATR46 Arrived Berth 8 for repairs.

SS CAPE Left Dry Dock #4, completed and departed.
SAN MARTIN

27 October, 1943

OKLAHOMA (1) Divers took measurements on vertical trusses of main patch for use in determining exact position relative to ship for use in docking; placed kapok bags to fill wrinkles at Frs. 79-82 and 100-103; plugged (2) rivet holes under bottom at Fr .94 port side; and drove wedges in crack (1/2 "x 4") at Fr.78 under port. side. Docking keel outboard from after end of main patch (about Fr.75) to Fr. 82, port side, is now reported missing by divers, instead of being undamaged as reported on 20 September. (2) Continued pumping as before, using the following pumps, without auxiliary air supply:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
1	15-10/12 hr.	10	15 hr.
4	16-2/12 hr.	11	16-3/12 hr.
5	11-6/12 hr.	16	15-9/12 hr.
6	16-2/12 hr.	20	4-7/12 hr.
8	8-5/12 hr.	22	3-11/12 hr.
9	2 hr.		

The foregoing pumps have capacity equivalent to about 6-10" pumps. At 0800, water in ship was 20' 9" below outside level (maximum for day 23' 3"); port list 1 degree 42'; and trim down by bow 7". There was no appreciable transverse movement of the ship. At 1600, stopped the large pumps, #20 and #22, and held water at required level with pumps 1, 4, 5, 6, 8, 10, 11 and 16. Tested operation of pumps 9 and 10 relative to water level in starboard engine room, boiler rooms, etc., as follows:

- (a) Pump #9 lowered water 30" below the general ship level in 1 hour and after stopping pump water rose 10" in one hour.
- (b) With pump #10 discharging into the starboard compts. water level rose from 29" below to 16" above general water level in ship in one hour.
- (3) Found conditions of wing tanks as follows:
 - (a) Flooded and tight - C-19-V.
 - (b) Empty - C-15-V(19'); C-11-V(7'); B-11

Approximate calculations indicate necessity for considerable counterflooding on starboard side. Placed position barge and float between ship and quay F-11-N.

- (4) Pacific Bridge Company search all patches and stopped 3 small leaks; and cut into damaged blister, Frs. 76-85, port side, in search of leaks between upper and lower patches.

27 October, 1943

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) In #6 Airlock, divers completed removing counter balancing arm from across armor grating through 3rd deck at Fr. 81 1/2 in vent trunk, in C-1; and began installing a form on this opening for a concrete patch. (3) Pacific Bridge Co. continued cross bracing head frames; welding thrust pads to ship's keel; and making a connection to ex-quay F-11-N by exploding 200 lbs. of dynamite inside this quay.

BELLEAU WOOD Completed and departed.

BURNS Completed and departed.

CURTISS Arrived Berth 23.

SAILFISH Completed and departed.

LSTs 476, 477, Arrived and docked Dry Dock #4.
479, 480, 481

COWPENS Undocked Dry Dock #2, to Berth 2 for completion.

28 October, 1943

OKLAHOMA

(1) Divers searched bottom of ship on port side, Frs. 42-75 and 85-120, and caulked small leaks at about Frs. 98 and 65. (2) Continued pumping as before, using the following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
1	12 hr.	109	4/12 hr.
4	2-11/12 "	16	2-11/12 "
5	12 hr.	20	3 hr.
6	12-10/12 hr.	21	14-10/12 "
8	12 hr.	21	10-11/12 "

The foregoing is equivalent in pumping capacity to about 5.4 - 10" pumps. At 0800 water level in ship was 20' 11" below outside level (maximum for day 22' 1"); port list 1 degree 40'; and trim down by bow 8". There was no appreciable transverse movement of the ship. Fully flooded the following starboard wing voids, commencing ballasting of ship for refloating A-66-S, A-67-S, A-68-S, B-13, A-13-1-S-V, A-15-1-S-V., A-18-1-S-V, A-23-1-S-V. Working in 3rd deck port storeroom C-104 to uncover manholes to determine condition of flooding of tanks and voids below. At 1900, switch burned out on pump #20. (3) Continued calculation to determine whether ship can be refloated and finally prepared for docking by counterflooding or whether pontoons will be needed. These final calculations were delayed until condition of all wing tanks could be determined through 3rd deck storerooms. (4) Pacific Bridge Company divers continued searching for leaks, including cutting into damaged port blister about Fr. 85.

UTAH

(1) Maintained pressures in main and auxiliary air bubble sections. (2) Began construction of air bubble control house on after compressor barge. (3) In air-lock #6, divers continued constructing a wooden form for concrete patch in vent trunk, in 3rd deck at Fr. 84 1/2, in C-1-. (4) Pacific Bridge Co. continued cross-bracing head frames; welding thrust pads to ship's keel; and making a connection to each ex-quay F-11-S and F-11-N by exploding 100 lbs. of dynalite in each.

USS AULICK

Docked Dry Dock #1.

COCKENOE

Docked Dry Dock #1.

BARNES

Completed and departed.

CLAMP Completed and departed.

PC584 Undocked Marine Railway #1, to Berth 13.

SC520 Undocked Marine Railway #1, to Berth 14 for completion.

28 October, 1943

INDIANAPOLIS Arrived Berth 17.

SAN FRANCISCO Completed and departed.

SAGE Completed and departed.

29 October, 1943

OKLAHOMA (1) Divers examined airport covers on port side of 2nd deck from Fr. 93 to stern and scupper drains from Fr. 32 to 37 on starboard side. Caulked airport cover at Fr. 116, port side. (2) Continued pumping as before using the following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump</u>	<u>Period</u>
1	1-4/12 hr.	10	5-7/12 hr.
4	3-4/12 "	11	2-4/12
5	2-4/12 "	15	1-4/12 "
6	5-7/12 "	16	1-8/12 "
7	1-6/12 "	17	3-2/12 "
8	2-4/12 "	21	20-5/12"
9	24-4/12 "	22	19-2/12 "

The foregoing is equivalent to about 5,5 -10" pumps. At 0800 water in ship was 21' 1" below outside level (Maximum for day 22' 7"); port list 1°39'; and trim down by bow 8". No appreciable transverse movement of ship. Continued counterflooding starboard wing tanks and voids by filling the following: B-11, C-41, D-69, C-15-V, C-11-V. Removed deteriorated stores in C-104 to reach manholes to tanks and voids below. (3) Continued calculations relative to counterflooding or use of pontoons to prevent excessive port list on refloating. (4) Pacific Bridge Co. divers installed rubbing timbers and struts on vertical trusses of main patch in preparation for possible use of pontoon on port side.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) In #6 airlock, divers continued constructing a wooden form for concrete patch in vent trunk, in 3rd deck at Fr. 84 1/2, C-1. (3) Pacific Bridge Company began reeving blocks for winches #6 and 7; continued crossbracing head frames; welding thrust pads to ship's keel; and removing fragments of ex-quays F-11-N and F-11-S.

YMS281 Completed and departed.

PC596 Docked MarineRailway #1.

SC990 Docked MarineRailway #1.

ANACAPA Completed and departed.

LsTs 19, 48, Arrived and berthed in Dry Dock #2.
218, 478

AULICK Undocked Dry Dock #1, to Berth 13 for completion.

COCKENOE Undocked Dry Dock #1, completed and departed.

SALT LAKE CITY Arrived Berth 3.

29 October, 1943

MINNEAPOLIS Arrived Berth 10.

CAPE STEVENS Completed and departed.

YOUNG Completed and departed.
AMERICA

HALEAKALA Completed and departed.

30 October, 1913

OKLAHOMA (1) Divers stopped several small leaks under bottom at about Fr. 98, port, with kapok bags. Caulked around wedges in leak at about. Fr.78; and drove wedges and caulked to stop leak at Fr. 93, port. (2) Continued pumping as before, using the following pumps:

Pump # Period

21 18-9/12 hr.
22 24 hrs.

The foregoing is equivalent to about 4.5-10" pumps. At 0800 water level in ship was 21' 11" below outside level (maximum for the day 22' 7"); port list 1°36'; trim down by the bow 8". No appreciable transverse movement of the ship. (3) Flooded tanks D-71, D-73 and D-7-V, thus completing counterflooding in wing tanks and voids on starboard side. After attempting to lower water by pumping of tanks under compartment C-104 on port side, it is considered that practically all port wing tanks and voids are open into ship. Commenced modifying discharge piping from pump #15 to discharge alternately overboard into starboard engine room. (4) Completed calculation relative to refloating; and it is estimated that submarine salvage pontoons will not be needed except due to unexpected developments. (5) Pacific Bridge divers continued search for leaks in the main patch.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Began construction of an air control house on after charging barge. (3) In #6 air-lock, divers completed form for concrete in armor grating in 3rd deck, Fr. 84 1/2, in C-1. (4) Pacific Bridge Co. reeved blocks for #8 and #14 winches; installed a 2" airline in front of winches #1 to #7; continued cross-bracing headframes; welding thrust pads to ship's keel and removing fragments of ex-quays F-11-S and F-11-N.

YPK12 Undocked Floating Dry Dock YFD2, departed.

BULLWHEEL Undocked YFD2, to Berth 12 for completion.

HALAWA Arrived and docked Dry Dock #1.

PT227 Arrived Berth 1.

PT230 Arrived Berth 1.

PT231 Arrived Berth 1.

YT152 Placed overboard..

30 October, 1943

SS PRES. POLK Arrived Berth 7.

KALOLI Completed and departed.

NO. CAROLINA Completed and departed.

ONTARIO Undocked Marine Railway #2 to Berth 8 for completion.

PF541 Undocked Marine Railway #2 completed and departed.

ROBIN Arrived Berth 16.

WENTLY

PT228 Completed and departed.

PT234 Completed and departed.

COCKENOE Arrived and hoisted out.

PC584 Completed and departed.

APc108 Arrived and docked YFD2.

APc109 Arrived and docked YFD2

31 October, 1943

OKLAHOMA (1) Divers plugged small leaks at Fr. 104 and at Fr. 80, port side, under the ship. Inspected main patch and found some teredo holes, and brought up a loose plank in one end of which teredo holes inside had decreased section modulus by about 1/3. Most of the plank had not been attacked.

(2) Continued pumping as before, using following pumps:

Pump # Period

21 24 hrs.

22 23-1/12 hrs.

The foregoing is equivalent to about 4.9 - 10" pumps. At 0800, interior water level was 21'-7" below outside level (21'-11" maximum for the day); port list was 1 degree-39'; trim down by bow 7". No appreciable transverse movement of the ship.

(3) Made W.T. and commenced flooding starboard 3rd deck storerooms A-111 and A-113, and worked on making other storerooms W.T. for flooding. Found that C-11-V is open into the ship and that A-61-M-S and A-59-M-S are W.T. from the rest of the ship. Continued fabrication of discharge piping for #15 pump.

(4) Pacific Bridge Co. disconnected and removed righting cables #3 and #4. Divers continued cutting into blister at about Fr. 108, port, to locate leak, and examining and stopping small leaks in main patch.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections.

(2) Continued construction of an air control house on after charging barge.

(3) In #6 airlock, divers began installing a form for a concrete patch in 3rd deck armor grating, Frs. 90-91.

(4) Pacific Bridge Co. began dredging by clamshell between ship and shore; continued installing a temporary docking keel on ship's C.L. keel; removing ex-quays F-11-S and F-11-N by exploding a 100 lb. dynamite charge in south quay and a 200 lb. charge in north quay.

CURTISS Completed and departed.

REVENGE Completed and departed.

MINNEAPOLIS Completed and departed.

PT233 Completed and departed.

LSTs 481, 477, 476, 480, 479 Undocked Dry Dock #4, completed and departed.

LSTs 19, 218, 478, 84 Completed and departed.

COCHLAN Completed and departed.

CONNER Arrived and docked Marine Railway

27 December 1944

From: Commandant, Navy Yard, Pearl Harbor, T. H.
To: Commandant, Fourteenth Naval District. I

Subj: War Diary month of October, 1944.

Encl: (A) Captain of the Yard and Harbor
Defense and Security Officer's Diary.
(B) Industrial Department Diary.
(C) Supply Department Diary.
(D) Receiving Station Diary.

1. During the month of October the following types and numbers of ships were in the Navy Yard, Pearl Harbor, either for routine repairs and alterations or for repairs to battle damage; four aircraft carriers, one cruiser, fifteen destroyers, four submarines and a great number of smaller units of the Army, the Fleet, and the Naval Local Defense Forces. Large numbers of landing craft made available for repairs reflect the increasing demand on Yard facilities for work on LSTs, LCIs, DES and other such craft. The work load was increased by the presence of an extremely large number of W.S.A. vessels made available for repairs and alterations.

The USS CORAL SEA was made available for replacement of radio gear. In addition, ten 20mm mounts were replaced and night flying lights were installed. The USS SARATOGA was made available 14 October for the installation of patches on two holes in the port side shell plating amidships, while repairs to leaking gasoline tanks were made on the USS KWAJALEIN. On October 21 the USS YORKTOWN was made available for the relocation of her SK radar equipment as well as for machinery and electrical work.

3. On 29 October the USS ST. LOUIS was made available for extensive gyro repairs.

4. Of the fifteen destroyers mentioned in paragraph one, seven were in for extensive repairs or overhaul. The USS CHEW made available for major repairs to damaged shell plating as well as for replacement of damaged machinery. Five 40 mm were overhauled and the hydraulic units of all 5"/38' mounts were repaired on the USS RADFORD. In addition, the reduction gear of her Number 1 main generator was realigned. Extensive machinery and radar repairs were accomplished on the USS WILLIAMSON. The USS ELY was made available 5 October for Ordnance repairs. On 15 October the USS CRAVEN was

27 December 1944

Subj: War Diary - Month of October, 1944.

dry docked for stability tests and miscellaneous hull and machinery repairs and alterations. Radar equipment was installed and circulator pump repairs were made on the USS ALLEN. The USS O'BRIEN was made available 19 October for repairs to her Number 1 main generator.

5. Extensive overhaul on the USS SWORDFISH was completed early in the month. On 1 October the USS S-35 was made available for balancing of her propellers and overhauling sea valves. Sandblasting of four torpedo tubes was also accomplished. The testing and repair of tanks and compartments was completed on the USS S-41. On 13 October the USS THRESHER was made available for complete overhaul. During her last patrol, the THRESHER sank three ships, totaling 20,600 tons. These included a sub tender, a large freighter, and a tanker. In addition, she damaged two other ships, totaling approximately 6,000 tons.

6. Shipments of ordnance material to Forces Afloat and outlying bases continued to increase. Incoming shipments of this material amounted to approximately 377 tons. The ever-increasing expansion of the CinCPac Radio/Radar Pool was further evidenced by the receipt of 17,024 boxes of material weighing 2,734,568 pounds and requiring 130,921 cubic feet of additional storage space. Issues of General Stores continued to increase.

7. Over twenty-six thousand enlisted men were received and transferred during the month. B.O.Q., Number 7 at Moanalua Ridge with a capacity of four hundred and twenty junior officers was completed and occupied.

WILLIAM R. FURLONG.

From: Commandant, Navy Yard,, Pearl Harbor,
To: Commander-in-Chief, United States Fleet. Yd.

Subject: War Diary - Month of October 1943.

- (A) Captain of the Yard's Diary.
- (B) Industrial Department Diary.
- (C) Supply Department Diary.
- (D) Harbor Defense and Security Officer's
Diary.
- (E) Receiving Station Diary.

1. During the month of October the following types and numbers of ships were in the Navy Yard, Pearl Harbor, either for routine repairs and alterations or for repairs to damage: six battleships, seven aircraft carriers, twelve cruisers, seventeen destroyers, five submarines, and a large number of smaller units of the Army, the Fleet, and the Naval Local Defense Forces. These totals mark a new high for the Navy Yard in any one month since the war's beginning and the ever increasing tempo of the war in the Pacific.

2. The U.S.S. COLORADO and MARYLAND, arriving on 17 September, were given six-40 mm quadruple mounts and guns four-40mm twin mounts and guns in addition to general hull work. The COLORADO's docking, together with eight LCD's' on 6 October was the first in the new Thomas Dock, drydock #4. The MARYLAND docked on 29 September for the rewooding of stern tube and strut bearings. Both ships were completed 16 October. The U.S.S. INDIANA, arriving on 7 September, departed on 8 October after extensive modification of Combat Informal Center and radar installations. The U.S.S. NORTH CAROLINA, arriving on 17 September, departed on 29 October after considerable corrective work was completed on shafts #2 and #3. The U.S.S. PENNSYLVANIA and TENNESSEE were in for very short periods for voyage repairs.

3. The seven aircraft carriers reported above were in for short periods of availability as follows: U.S.S. PRINCETON, 24 September to 10 October for repairs to catapults and #1

War Diary – Month of October 1943.

high pressure turbine throttle control valves; U.S.S. BUNKER HILL, 9 to 21 October, boiler and throttle repairs including retubing of #5 superheater boiler; U.S.S. MONTEREY, boiler repair including retubing of #4 superheater boiler; U.S.S. BELLEAU WOOD, 11 to 20 October and 23 to 26 October, repairs to damaged gun mounts and arresting gear; U.S.S. COWPENS 21 to 31 October, hull repairs resulting from collision; U.S.S. LEXINGTON 18 to 29 October, repairs to damaged radio mast and 20 mm guns; and U.S.S. YORKTOWN, rebricking of all boilers. Considerable difficulty has been experienced with aluminum sheaves on catapults of the PRINCETON class carrier (CVL). The materials used can not stand up under the frequent launchings of the new heavy planes 76F and TBF. This condition is being corrected by the substitution of steel for aluminum where weaknesses have developed.

4. Of the ten cruisers in the Yard, the U.S.S. PENSACOLA, arriving 27 January was still the only one in for major battle damage repairs and general overhaul. The original completion date of 1 October was re-extended to 30 October. Mk. 33 directors have now been placed aboard and electrical connections are underway. Considerable difficulty has been had with the steering gear in this vessel however parts for the follow-up were made ready and machining completed. cruisers; U.S.S. INDIANAPOLIS, MINNEAPOLIS, MOBILE, NASHVILLE, NEW ORLEANS, PORTLAND, SAN FRANCISCO, SANTA FE and SALT LAKE CITY were in for short periods for minor ordnance and machinery repairs and for radar installation.

5. Of the seventeen destroyers mentioned above, only one, the U.S.S. AULICK, was in for lengthy repairs. This ship has been in since 9 April for repairs incident to grounding. She is scheduled to leave early in November. Completion dates on the U.S.S. ABBOTT and SOHLEY are Indefinite, the former being in for damage repairs (due to collision) and the latter being in for overhaul of all engine and gear bearings and incidental minor repairs. The fourteen other destroyers were in for short periods for minor hull, ordnance, radar and engineering repairs.

Subject: War Diary - Month of October 1943.

6. Three of the five submarines referred to in paragraph 1 were in for extended overhaul and repairs made necessary by the stress of long operations. The two submarines in far shorter periods were made available for minor engineering and hull work.

7. Salvage work on the OKLAHOMA continued without interruption, the major effort being devoted to the difficult task of locating and sealing the numerous hull leaks. Docking is tentatively planned for early December. Necessary rigging and underwater work in preparation for the righting and refloating of the U.S.S. UTAH continued satisfactorily. No date has as yet been set for the initial righting pull. Divers worked on the removal of fire control instruments from the gunpits of the U.S.S. ARIZONA and continued other minor work in that vessel.

8. Additional DeVilbiss fog generators were received on 7 October making a total of forty-eight (48) fog generators on hand for Pearl Harbor Group. The light indicator net and accessories were moved northward in the harbor channel approximately eleven hundred (1100) feet on 14 October and a standard anti-torpedo net was installed at the repair basin, replacing target rafts formerly used for the inner anti-torpedo net outboard of drydock caissons.

9. Activity in the Supply Department during the month of October was of almost unprecedented nature in view of the very large issues of general and military stores to the Fleet Task Forces in the harbor. The great majority of requests were filled. Work volume in ordnance alone was approximately twice as great as during September, 70% of ordnance issues being made to Fleet units with a total issuance of approximately \$15,000,000 in ordnance stores being made.

The traffic was equally as great in Radar and Radio equipment. Radar, Radio and Ordnance stores are moving at an accelerated rate due to the heavy flow of incoming shipments and the large volume of material required to satisfy ever-growing demands of Fleet and District activities. During

Subject: War Diary - Month of October 1943.

the past month a large volume of material was issued to the Fifth Amphibious Force, which further depleted stocks of this Yard; however, stock limits for these items have been raised considerably to meet the contemplated needs for such stores by combatant units. Sizable incoming shipments are expected shortly to augment present stocks.

The lack of sufficient storage space continue to be a primary concern of the Supply Officer. Present storage facilities are being used to the maximum--large shipments of incoming stores necessitate the re-handling of stocks to permit covered storage for those classes of material which demand it; stores less likely to be affected by exposure to the elements are of necessity placed in out-door areas. The Commander-in-Chief Pacific Fleet Radar-Radio Pool has grown its inception during the early summer of 1942, to become one of the major activities of this Department. In October 1942, the Pool was using 65,000 square feet of floor space this year has witnessed expansion of the Pool to over 132,000 square feet of floor space.

The Ingot and Ore storage building was completed in record time, during the past month, by the Public Works Department. Foundry metals will be segregated and stowed this space and an inventory will be taken during the ensuing sixty days.

10. Of further assistance in alleviating the prevalent housing shortage was the opening of Badhelor officer's Quarters No. 2 on 4 October, with berthing facilities for officers. A new officer's messhall and galley was also opened on 4 October with messing capacity of 800, replacing the old Receiving Station officer's messhall. Work is being according to schedule on Bachelor Officer's Quarters.

11. Transmission of this letter by Registered (Air) Mail within the domestic postal system of the United States is necessary and is therefore authorized by the originator.

WILLIAM R. FURLONG,
cc: com14.

Karina V. Toomy 11/21/43

1 November, 1943

- OKLAHOMA (1) Divers cleared intake strainer of fire pump and located and caulked a number of small leaks in patches and in port side of the ship.
(2) Continued pumping to hold water level approximately constant, using the following pumps:

<u>Pump #</u>	<u>Period</u>
21	23-6/12 hrs.
22	24 hrs.

The foregoing is equivalent to about 4.9 - 10" pumps.
At 0800, water level in ship was 20'-10" below outside level (max. for day 21'-7"); port list 1°-41'; trim down by bow 8".

- (3) Completed flooding of starboard 3rd deck storerooms A-111, A-113, and A-121; commenced flooding A-117, B-103 and B-105; and made W.T. C-101 and D-107. It is planned also to make tight and flood C-103 and C-105.
(4) Completed fabrication of new discharge piping for #15 pump, and continued installation of sludge removal system on deck forward and foundation for one aft.
(5) Pacific Bridge Co. suspended operations for the day (Sunday).

- UTAH (1) Maintained pressures in main and auxiliary air bubble sections.
(2) Continued constructing an air control house on after charging barge.
(3) In #6 airlock, divers completed a form for concrete patch in armor grating in 3rd deck in C-1, Frs. 90-91; replaced and secured bolted plate on access hole in C.L. bulkhead between C-1 and C-2 at Fr. 85, on 2nd platform deck level; and installed a 2" hose from cement injector Fr. 84 ship's bottom to form in C-1.
(4) Pacific Bridge Co. suspended operations for the day (Sunday).

YORKTOWN Completed and departed.

APc108 Undocked YFD#2, completed and departed.

APc109 Undocked YFD#2, completed and departed.

RHODOLITE Arrived Berth 19.

ISLAND MAIL Completed and departed.

CONNER Undocked Marine Railway #2 , completed and departed.

BROWNSON Arrived Berth 18.

FINBACK Undocked Dry Dock #3, to Berth 1.

SAILFISH Arrived and docked Dry Dock #2.

1 November, 1943

YPK2 Arrived and docked Dry Dock # 2.

MORRIS Arrived Berth 15.

SC1272 Arrived Berth 18.

GRIDLEY Arrived and docked Marine Railway #2.

YSD75 Launched this date.

1 November, 1943

The Commandant, with representatives of Cincpac holds a daily conference In regard to work being performed on vessels in the Navy Yard. The status of work during the period 25 October to 31 October, 1943, is outlined as follows:

ABBOTT Arrived - 23 October Complete- Indefinite
DD629 Dock- 23 " Undock - 26 October

All damaged structure has been cleared and ship undocked. New bow being prefabricated in shop in (3) units. It is expected to send all parts of bow to ship on or about 21 November. CIC room and radar foundations 10% complete, changes to superstructure deck and navigation bridge 5%, reinforcing of tanks 5%, anchor windlass has been removed from ship and is in machine shop for necessary repairs. Relocation of SG, SC-2 and BK radars 10% complete, SC-2 antenna and pedestal to be repaired, CCJ-6 sound equipment, removal, repair and reinstallation is 40% complete.

APc108 Arrived - 30 October Complete - 1 November
17308 Dock- 30" Undock - 1 "

Arrived and docked for routine docking, progress satisfactory. Undocking and departing this date.

APc109 Arrived - 30 October Complete - 1 November
17309 Dock- 30" Undock - 1 "

Arrived and docked for routine docking, progress satisfactory. Undocking and departing this date.

ASH Arrived - 21 October Complete - 10 November
YM2 (tentative)

Both main engines have been disassembled, safety valves have been overhauled, new compression and oil rings, and new bearings will be installed, valves are being ground and other work being accomplished preparatory to assembly of main engines. Job as a whole is 50% complete. The two now anchor windlasses which are to be installed are now being disassembled and inspected for repairs as may be necessary. A 60 KW generator has been repaired in shop and is ready for reinstallation. Fire main repairs 30% complete. Progress satisfactory.

ATR44 Arrived - 19 October Complete - 1 November
8044

Overhaul of both main engines completed. Pistons were altered to permit better oil escape from oil rings in skirts of pistons. Roller chock installation

1 November, 1943

ATR44 25%, relocation of refrigerator and rearrangement
Cont'd of ship's office 95% pending satisfactory dock trial being held this date, ship to depart.

ATR46 Arrived - 26 October Complete - 4 November
8046

Roller chock installation 55% complete, other minor hull and machinery jobs underway. Progress satisfactory.

AULICK Arrived - 9 April Complete - Indefinite
DD569 Dock - 29 " Undock - 5 June
Redock- 6 June " - 1 July
" - 2 July " - 17 "
" - 28 October "- 29 October

During the dock trial of this ship, a heavy knock in the starboard reduction gear was noted. The trial was stopped and upon inspection several teeth were found with high spots on the astern faces. These were dressed down, but still caused excessive noise on retrial. The gears are now open for redressing. New dock trial scheduled for about 3 November. It will be remembered that this gear was severely damaged when the ship grounded last spring.

AZURLITE Arrived - 22 October Complete - Indefinite
PY22

Overhaul of main engines underway. Stack has been cleared for removal of cracked block. A new block has had a hydrostatic test on water jacket and is ready for installation. Engines are partially disassembled and the job as a whole is 20% complete. miscellaneous hull jobs underway. Progress satisfactory.

BULLWHEEL Arrived - 25 October Complete - 1 November
Y046 Dock - 26 " Undock - 30 October

All dock work completed. Exterior surfaces painted. Ship to complete and depart this date.

COCKENOE Arrived - 30 October Complete - Indefinite
YNT15 Hoisted - 30 " Undock - "

Returned to yard and hoisted for repairs to propeller and inspection of shafting.

1 November, 1943

CONNER Arrived - 31 October Complete - 1 November
DD582 Dock - 31 " Undock - 1 "

Arrived and docked afternoon of 31 October. Both propellers were renewed and a leak through shell plating in an after fuel tank repaired. The Ship was undocked this morning and will leave the Yard later today.

COWPENS Arrived - 21 October Complete - 1 November
CVL25 Dock - 21 " Undock - 27 October

Hull repairs to damaged starboard quarter 100 percent complete, outfitting of damaged area 85%, miscellaneous hull jobs 85 percent, degaussing MG set and controls being reinstalled aboard ship after repairs were accomplished. The hydraulic unit from the H-2 catapult was removed from ship to machine shop, where it was disassembled and cleaned. One cylinder was found to be scarred but as no spare was available, unit was reassembled and reinstalled aboard ship. New parts have been ordered and will be installed during next availability. All radar, radio and sound work completing this date.

DOLPHIN Arrived - 28 August Complete - 30 December
SS169 Dock- 18 September Undock - 9 October

Machinery work: starboard main engine pistons, connecting rods and bearing housings have been assembled, tested and completed, new port engine bed plate; the supports and both ends of this casting have been machined to size. Bolt holes have been bored and spot faced. Casting is now set between forward and after sections, and holes are being reamed to install body bound bolts. Main engine clutches: pins have been ground to a common size and pressed into the spiders, bushings have been made up and pressed into clutch cones, bushings are now being scraped to fit pins on the spiders. Auxiliary engines: pistons, connecting rods and crank bearings have been assembled, tested and completed and are ready for installation. Status of major hull jobs as follows: installation of "T" shaped gaskets in master vent valves 80% complete, overhaul and test of torpedo flasks and system 100%, torpedo tube and shutter overhaul 100%, overhaul of steering and diving gear 60%, installation of new hydraulic plant and modified automatic bypass valve 15%, overhaul of turbo-blowers 80%, test and repair of trim and drain system 70%, realignment of #2 periscope 30%, renewal of ballast tank vent risers 95%, test and repair of 200 and 600# systems 100% ,

1 November, 1943

DOLPHIN 3000# system 90%, cutting down of conning tower
Cont'd fairwater and installation of 20 mm gun 70%. Progress
satisfactory.

FINBACK Arrived - 13 September Complete - 28 November
SS230 Dock - 13" Undock - 1 "

Status of major hull jobs underway as follows:
ballistic splinter protection 85%, installation
of "T" shaped gaskets in MBT vents 50%, overhaul of #1
and #2 H.P. air compressors 80% shock mounting
of trim and drain pumps 75%, check of periscope
alignment and overhaul of hoist 80%, overhaul and
shock mounting of IMO pump 40%, conversion of #1
lube oil tank into sanitary tank 90%, all other
major hull work completed. Machinery work: shafting
and bearing work completed, all bearings were rewood-
ed. All four main generator armatures have been
completed in shops and are now back aboard ship.
Progress satisfactory.

HALAWA Arrived - 30 October Complete - Indefinite
AOG12 Dock - 30 " Undock - 2 November

Repairs to rudder, damaged by Grounding will. be
completed tomorrow.

INDIANAPOLIS Arrived -23 October Complete - 6 November
CA35
Available for repairs to (8) 5"/25 cal. guns. This
job is 15% completed. Progress satisfactory.

KEOSANQUA Arrived - 22 October Complete - 16 December
AT38

The main feed pump and miscellaneous parts of main engine which is being overhauled, are in the machine shop for repairs. Job as a whole is 20 percent complete, several hull jobs have been issued and work is getting underway. Test and repair of an evaporator distiller has been completed. Progress satisfactory.

NEW ORLEANS Arrived 14 October Complete - 1 November
CA32

All hull work completed. No. 1 H.P. turbine closed up and tested satisfactorily. All other machinery and electrical work completed, repair of the upper and lower powder hoists of #2 8" turret and repair of shell hoist of #2 turret has been completed, hydraulic unit for the lower powder hoist is now being tested in shop. Upon completion of test, unit

1 November, 1943

NEW ORLEANS will be installed and lower powder hoist hooked
Cont'd up and tested aboard ship. Ship to depart 2 November
MMB-1 sound projector repairs completed.

ONTARIO Arrived - 22 October Complete - 3 November
AT13 Dock - 25 " Undock - 30 October

Damaged propeller blades were repaired and pitch of propellers reset. New propeller cone was manufactured and installed. NJ-6 sound installation is 95% complete. Other minor hull and machinery work progress satisfactory.

PC596 Arrived - 20 October Complete- 2 November
6096 Deck - 29 " Undock - 2"

Status of major hull jobs as follows: cleaning, air test and repair of leaks in all fuel tanks 80% complete, installation of reinforcing doubler plates 50%, 40 mm stowage 60%, alterations to W.R. compartment 90%, relocation of fire and flushing pumps 90%, all jobs proceeding according to schedule. SF radar installation 15% complete, sound repairs 50%. Machinery work: two fuel oil transfer pumps have been overhauled, mufflers are being repaired, shaft coupling readings will be taken upon undocking to determine if main engines have to be realigned.

PENSACOLA Arrived - 27 January Complete - 31 October
CA24 Dock - 2 February Undock - 7 March
Redock - 29 April " - 5 June
"- 6 June "- 1 July
" - 17 October " - 20 October

Steering gear follow-up system installed. All work completed and ship departed this date, for sea trials and training.

PRES. POLK Arrived - 30 October Complete - 5 November

Arrived for repair of deck winches and other miscellaneous repairs. Progress satisfactory.

PT227 Arrived - 30 October Complete - 5 November
2237

Available for replacement of (4) torpedo tubes, and installation of (1) Mk14 - 20 mm mount, repair of generator set and installation of gyro flux-gate compass system. Progress satisfactory.

1 November, 1943

PT230 Arrived-30 October Complete - 5 November
2240

Available for replacement of (4) torpedo tubes, installation of (1) Mk14 - 20 mm mount, and installation of gyro flux-gate compass system, overhaul of air compressor and repair of generator set. Progress satisfactory.

PT231 Arrived - 23 October Complete - 5 November
2241

Available for replacement of (4) torpedo tubes, installation of (1) Mk14 20 mm mount, repair of generator set and installation of gyro flux gate compass system. Progress satisfactory.

SS ROBT. Arrived - 30 October Complete - 4 November
WENTLY

Available for installation of landing boat stowage.

SALT LAKE CITY Arrived - 29 October Complete - 4 November
CA25

Available for replacement of pump room equipment and gyro compass repairs. No hull work underway. Progress satisfactory.

SC520 Arrived - 16 October Complete - 20 November
6020 Dock- 19 " Undock - 28 October

Hull work completed. Dock work completed, port shaft renewed. Water borne readings were taken and both engines are to be realigned. Progress satisfactory.

SC990 Arrived - 20 October Complete - 2 November
6490 Dock- 29 " Undock - 2 "

Upon arrival work was undertaken by Pearl Harbor Ship Repairs Unit. Ship was subsequently docked, for an interim docking. Upon undocking waterborne reading will be taken to determine necessity of realigning main engines. If realignment is necessary an extension will be requested. NJ-7 motor generator is being repaired, also main engine muffler. No hull work undertaken.

SOHLEY Arrived.- 16 October Complete – Indefinite
APD14

The faces of all the turbine and reduction gear casings (except the forward H.P. turbine) have been checked for trueness. Bars are now being installed in the bearing recesses to check the alignment of all turbines and reduction gears which have been removed. Four main reduction pinion gears are in machine shop.

1 November, 1943

SOHLEY They have checked for straightness and trueness,
Cont'd readings have been recorded, all journals have been polished. The forward and aft bull gear teeth have been stoned and cleaned, gears are in machine shop for checking, machining as necessary and dynamic balancing, two bulkhead stop and two main steam stop valves are being repaired. Reduction gear bearings have been rebabbitted and are awaiting rough boring and finished bore sizes from bull and pinion gears. Five turbine rotors (2 LP-2IP and aft HP) and bearings have been cleaned and sent to machine shop for repairs and rebabbiting of bearings. New castings have been ordered for labyrinth, gland seal and oil seal packing for all (5) turbines removed from ship.

SCHUYLKILL Arrived - 22 October Complete - 2 November
A076

Installation of SA and BL radars 75% complete. Ventilation to radar 90%, minor hull work 95%. No machinery work undertaken.

SUNNADIN Arrived - 23 October Complete - 31 October
AT28

Ship was available for minor hull and machinery repairs, all work completed. Ship to depart this date.

WAMPATUCK Arrived - 10 March Complete - indefinite
YT337 Dock - 15 June Undock - 17 June
Redock - 18 September " - 9 October

Status of major hull jobs as follows: manufacture and installation of 18 W.T. doors 85%, repairs to pilot house 75%, alteration to crew's quarters 60%, modification of main mast to new foremast 30%, repairs to superstructure 80%, fresh water and drainage system 70%. Progress satisfactory. Pearl Harbor Ship Repair Unit accomplishing main engine repairs.

YMS288 Arrived - 13 October Complete - 7 November
16288 Dock - 14" Undock - 19 October

Hull work completed. Starboard main engine has been realigned, completion date was extended for realignment of port main engine which is now underway. Progress satisfactory.

YORKTOWN Arrived - 21 October Complete - 31 October
CV10

Renewal of brickwork in all (8) boilers completed. No. 1, 2, 3 and 4 astern throttle valves have been overhauled. 16 H.P. blower has been reinstalled, after overhaul and tested. SC-2 radar antenna and associated equipment installed. All hull work being completed and ship departs this date.

1 November, 1943

YT152 Arrived - 25 October Complete - 2 November
13152 Hoisted - 25 " Undock - 30 October

Arrived, hoisted out and set on dock for repairs to underwater hull, repair and realignment of rudder. Main engine overhauled and reduction gear renewed. Dock trial to be held 2 November and pending satisfactory conclusion, tug will be ready for service 3 November.

COMPLETED

<u>SHIP</u>	<u>DATE</u>
ANACAPA (AG49) -	29 October
BARNES (CVE20) -	28 "
(Arrived 25 Oct. for repairs to damaged 40 mm mounts and director)	
BELLEAU WOOD (CVL24) -	27 October
BURNS (DD588) -	27 "
CAPE FEAR (WSA) -	25 "
CAPE SAN MARTIN (WSA)	26 "
(Arrived 25 Oct. for landing craft stowage installation)	
CAPE STEVENS (WSA) -	29 October
COCKENOE (YNT15)	29 "
(Arrived and docked 28 October)	
COCHLAN (DD606) -	31 "
CURTISS (AV4) -	31 "
(Arrived 27 Oct. for installation of YE-1 homing equipment, minor machinery and electrical repairs)	
HALE (DD642) -.	25 October
HALEAKALA (USAIT) -	29 "
INDIANAPOLIS (CA35)	25 "
ISLAND MAIL (8726) -	31 "
KALOLI (ACG13) -	30 "
LEXINGTON (CV16) -	25 "
LST 19, 84, 214, 478 -	31 "
(Arrived 29 Oct. for 20 mm and 40 mm installations)	
LST 476, 477,479,480,481	31 October
(Arrived 27 Oct. for 20 mm and 40 mm installations)	
MACKINAC (AVG13) -	25 October
MINNEAPOLIS (CA36) -	26 "
MINNEAPOLIS (CA36) -	31 "
(Returned to Yard for reinstallation of airplane crane)	
NORTH CAROLINA (BB55)	30 October
PC584	30 "
PT228 -	30 "
PT233 -	31 "
PT234 -	30 "
REVENGE (A??110) -	31 "

1 November, 1943

COMPLETED – cont'd

<u>SHIP</u>	<u>DATE</u>
SAGE (AM111) -	28 October
SAILFISH (SS192) -	26 "
SALT LAKE CITY (CA25)	26 "
SAN FRANCISCO- (CA38)	23 "
YF541 -	30 "
(Arrived and docked for underwater hull repairs and installation of towing gear)	
YOUNG AMERICA, (WSA) -	29 October
(Arrived 25 Oct. for installation of stowage for (8) landing craft, and other minor repairs)	
YPK2 -	30 October
(Arrived and docked 26 Oct. for regular docking)	

EXPECTED ARRIVALS

<u>SHIP</u>	<u>NATURE OF WORK</u>	<u>DATES</u>
BUTTERNUT (YN4)	Alterations	1 Nov - Indefinite
CONDOR (AMc14)	Docking, repairs & alterations	20 " "
		4
JUPITER (AK43)	Alterations	7 " - 13 Nov.
PC583	Docking, removal of sound dome, repair and alterations	1 " - 12 "
RHODOLITE (PYc19)	Conversion to a weather ship	1 " - 15 "
YMS281		29 Oct. -
BOYD (DD544)	Alteratioas	2 Nov. - 8 Nov. .
DEWEY (DD349)	"	4 " - 8"
BROWNSON (DD518)	Renew sound dome	1 " - 2"
ERBEN (DD 631)	Alterations	2 " - 6"

1 November, 1943

REPAIR & CONVERSION DIVISION

WORK IN PROGRESS AT HAWAIIAN TUNA PACKERS, HAWAIIAN SHIPYARDS

USS DOHASAN Arrived - 13 August Complete - 22 November
YT335

Vessel returned from Inter-Island Drydock for general overhaul of main engine, auxiliary diesel generator, all pumps and deck machinery, extensive above water-line hull repairs and numerous other items. Main engine: All wrist pins and wrist pin brasses, except (1) received from Navy Yard. Pins and brasses fitted to (5) pistons. All piston rings have been fitted. (5) pistons in process of reinstallation in engine. Reassembly of main engine 30% complete. Thrust shaft: completed 100%, anchor engine: completed 100%. Deck-house repairs: completed 100%, hardwood guard rails: completed 100%, refrigerator and compressor repairs: Ship's refrigerating compressor beyond economical repair.

Yard furnishing larger rebuilt unit. Refrigerator doors: new doors being manufactured and box being enlarged and insulated. No insulation on walls of refrigerator at present. Towing engine: same as last report. Expect new shaft and gypsy head from Navy Yard 2 November. No work in progress. Auxiliary diesel engine: engine and generator completely assembled on steel bed. Will install on vessel as soon as existing interference is sufficiently cleared. Switch board: completed and ready for installation aboard vessel. Pumps: all shop work completed. Reinstalling aboard vessel. Work on other repairs progressing satisfactorily.

YP238 Arrived - 26 October Complete – Indefinite

Repairs to auxiliary diesel engine. Work started by Hawaiian Tuna Packers force while vessel was at a Honolulu pier. Main journal on crankshaft scored and has flat spot. Other journals damaged. Shaft to be sent to Navy Yard for repairs. Beyond capacity of commercial facilities. General overhaul of engine undertaken. All parts on which shop work is to be accomplished placed ashore. Vessel will depart and return later for completion of engine overhaul. Progress satisfactory.

USS WAPELLO Arrived - 2 October Complete - 26 October
YNT24

Vessel arrived for general overhaul of main engine (GM 12 cyl. "V" type). Dock and post repair trials successfully completed. Departed 26 October.

1 November, 1943

USS SKENANDOA Ship to shop job. Machining (6) bronze pump
YT336 castings. Two completed. No work in progress due to higher priority work in machine shop. Ship not in urgent need of pumps.

YP282 Shop job. Manufacturing of spark arrester for main engine completed. Will install when vessel is made available.

USS MALANAO Vessel at Pier 7, Honolulu. Overhaul of auxiliary
AG44 diesel engines. Port engine completely overhauled. Starboard engine cleaned, adjusted and tuned. Work completed 27 October.

YP349 Assist ship's force job. Assisted ship's force with the installation of #3 ice machine motor. Work completed. Additional ship to shop work received. Repaired strut and strut bearing of M.L. Completed and delivered. Also accomplished repairs to #2 spring bearing.

X14-18 Arrived - 15 December, '41 Complete - Indef.
AWA Dock - 8 July Undock - 16 Oct.

Conversion to fire fighting boat for Captain of Yard, Navy Yard, Pearl Harbor. Underwater work completed. Machinery and topside hull work approximately 90% complete, except installation of pumping units. Progress very slow, due to more urgent work in shipyard.

C18314 Arrived - 10 October Complete - 29 October
Torpedo
Retriever Vessel arrived for approved alteration to pilot
Boat house in order to remove obstructions from in
front of operator's vision. Work completed.

PT256 Arrived - 25 October Complete - 29 October
Dock - 26 " Undock - 29 "

Vessel arrived for replacement of damaged propellers and routine hull upkeep repairs. Scraped, cleaned and washed down underwater hull. Repaired strut and installed (3) new propellers. Applied (2) coats copper bottom paint and (1) coat Navy Seablue above waterline to gunnels. Completed and departed.

1 November, 1943

PT231 Arrived - 29 October Complete - 29 October

Vessel arrived for replacing of damaged propeller. Ship's force accomplished repairs with shallow water diving outfit. Completed and departed 29 October.

PT232 Vessel on Young Brothers Drydock. Hawaiian Tuna Packers' force accomplished minor repairs to chine cap. Work completed.

LCC29851 Arrived - 10 October Complete - 10 November
Dock - 11 " Undock - Indefinite

Arrived for extensive hull repairs. Repairing underwater and above water hull, propeller shafts, skegs, rudders, struts, ramp, decks and replacing damaged propellers with new ones. Progress satisfactory.

LCC8221 Arrived - 12 October Complete - 10 November
Dock - 15 " Undock - Indefinite

Vessel arrived for similar repairs as reported
On LCC29851 above. Progress satisfactory.

LCM#23 Arrived - 29 October Complete - indefinite
Steel Landing
Barge Barge arrived for extensive hull repairs.

KIYO MARU Arrived - 26 July Complete - 28 October
ex-YP172 Dock - 27 September Undock - 18 "

Reconversion to fishing boat by Hawaiian Tuna
Packers on verbal authority from W.S.A. Work
completed in so far as Navy is concerned.

YCK22 Work started 2 October. Welding of subassemblies
Steel Ammunition 100% completed. Lighter launched 27 October.
Lighter Crane installed. No cable for rigging of crane
received. Will complete 6 November if cable
arrives in time. Progress satisfactory.

PAB#2 Arrived - 15 October Complete - Indefinite
Steel Barge
Barge arrived for extensive above waterline and
interior hull upkeep repairs. Work expected to
start 2 November. No work in progress at present
due to other work in shipyard of higher priority.

1 November, 1943

AMERICA MARU Dock - 13 August Undock - 16 August
YP168
Same as previous report. Awaiting balance of
engine parts for 135 H.P. Atlas Imperial diesel.
No work in progress.

U.S.COAST GUARD WORK - TUNA PACKERS' YARD

CG24362 Arrived - 14 October Complete - 30 October
Buoy Boat Dock - 14" Undock - 30 "

Vessel arrived for routine docking and installation of galvanized sheet steel, port and starboard bows; also, hardwood guards above and below waterline. Installation of sheet steel 100% complete. Guards 85% complete. Progress satisfactory.

CG38376 Arrived - 28 October Complete - 29 October
ex-CGR197 Dock - 28 " Undock - 29 "

Vessel arrived for routine docking and underwater upkeep hull repairs. Completed and departed.

U.S. ARMY WORK - TUNA PACKERS' YARD

TP233 Arrived - 27 August '42 Complete - 13 November
Army P.O. Dock - 29 March Undock - 19 October

Vessel acquired by Army from Navy, 7 June. Converting to small cargo and passenger carrier, inter-island service. Deckhouse, passenger accommodations, crew's quarters, cargo spaces, fittings and all major conversion work 90% complete. Engine room machinery work 83% complete. Main shaft between main engine and tail shaft bent must be replaced. Army will supply new one. Several items of materials and equipment not yet received from Army. Still awaiting receipt of 110 volt D.C. auxiliary generator unit and refrigerator. Progress slow. Will be unable to meet completion date unless Army furnished necessary materials on time.

J353 Arrived - 30 August Complete - 30 October
Motor Launch Dock - 1 September Undock - 11 September
Redock- 13 October " - 27 October

Vessel arrived for complete overhaul of main engine and extensive hull repairs. Hull repairs completed. Engine reinstalled and tested. Found water pump delivers insufficient volume. New pump must

1 November, 1943

J353 be installed. Original thrust was ball bearing.
cont'd Could not procure replacement locally. Manufactured bronze and steel thrust rings which did not hold on test. Must have new ball thrust bearings to complete repairs to engine. Progress slow.

TP132 Arrived - 8 September Complete - 15 October
Sampan type Dock - 11 " Undock - 11 "
Cabin cruiser

Vessel arrived for complete main engine overhaul and routine docking. Main engine old outmoded Washington diesel, beyond economical repair. Replacement (4) cylinder Atlas Imperial diesel received from Army, 10 October. Will begin installation of new engine 1 November. Progress satisfactory.

C17 Arrived - 12 October Complete - 4 November
M.L. Army Dock - 12 " Undock - 2"

Vessel arrived for installation of Navy model DD diesel engine and extensive hull repairs. Engine received 15 October. Engine foundations completed. Engine installation 85% complete. Hull repairs 90% complete. Progress satisfactory.

C19 Arrived - 30 August Complete - Indefinite
M.L. Army

Vessel arrived for complete main engine overhaul. Majority of parts received. Many other essential items missing. Informed that Army has ordered parts shipped via Army Air Transport. No work in progress.

C20 Arrived - 30 August Complete – Indefinite
M.L.Army

Vessel arrived for complete overhaul of main engine, which had previously been submerged. Reassembly of main engine 75% complete. Work progress slow, the to lack of engine parts. Army attempting to procure.

J1270 Arrived - 20 October Complete – Indefinite

Vessel arrived for adjustment to clutch of port engine. Examination after disassembly showed parts badly worn and beyond repair. Also true of star-board engine clutch. U.S. Engineers manufacturing new clutch parts. No work in progress.

1 November, 1943

YOUNG BROTHERS DRY DOCK

PT231 Arrived - 26 October Complete - 29 October
Dock- 26 " Undock - 29 "

Vessel arrived for routine drydocking and underwater hull upkeep repairs. Ship's force accomplished all work except docking and undocking. Completed and departed.

INTER-ISLAND DRY DOCK COMPANY

USSMALANAO

AG44 Arrived - 18 October Complete - 28 October

Installing vent ducts and fans to galley and crew's quarters. Rebabbitted and fitted port H.P. crosshead bearing. Cleaned water passages thrust shoes main engine. Bored and refitted #3 port crank bearing, overhauled valve gear #2 main feed pump, overhauled link gear #6 winch. Miscellaneous machine shop jobs.

USS HERCULES Arrived - 25 October Complete - 28 October
AK41
Straightened fork and gooseneck #6 boom. Rebrushed sheaves and welded broken housing top block same boom.

USS ERIDANUS Arrived - 25 October Complete - 27 October
AK92
Build up by brazing four brass rollers or towing gear and cut back to proper size. Removed 1/16" from upper face each roller. Manufactured two sets roller wheels and pins. Repaired by welding yoke of 2" valve.

USS RHEA Ship to shop. Changed fittings on brake band from
AMc58 left to right thread.

Landing Barge Arrived - 15 October Complete - 15 November
C12030
Reconditioning hull to make watertight. Straightening skegs struts and rudders. Installing new propellers and shafts. Painting all over.

Landing Barge Arrived - 15 October Complete - 5 November
C29852
Reconditioning hull to make watertight. Straightening skegs, struts and rudders. Installing new propellers and shafts. f fainting all over.

1 November, 1943

Landing Barge Arrived - 15 October Complete - 30 November
Unknown
Reconditioning hull to make watertight. Straightening skegs, struts and rudders. Installing new propellers and shafts. Painting all over.

ISLANDS WELDING & SUPPLY COMPANY

Landing Barge Arrived - 19 October Complete - 5 November
C29849

Reconditioning hull to make watertight. Straightening skegs, struts and rudders. Installing new propellers and shafts. Painting all over.

USS HERCULES Arrived - 25 October Complete - 30 October
AK41

Converted present washroom main deck amidships aft, to bake shop, per BuShips ltr. AK41/S33(817) of 10 August. Installed bake shop equipment as directed.

2 November, 1943

OKLAHOMA (1) Divers caulked and weighted main deck cofferdam aft; checked and tightened all wedges and plugs in bottom of ship, Frs. 72-100 port; and caulked 8 minor leaks on port side, Frs. 72-120.

(5) Continued pumping as before using following pumps:

<u>Pump #</u>	<u>Period</u>
2	4 hrs.
22	24 hrs.

The foregoing is equivalent to about 5 - 10" pumps. At 0800, water level in ship was 19'-8" below outside level (max. for day 20'-10"); port list 1°-44'; and trim down by bow 7".

(3) Completed flooding of starboard 3rd deck storerooms A-117, B-103, B-105, C-101, and D-107. Commenced flooding C-105 and continued work to make C-103 watertight for flooding. Installed and tested modified discharge piping on pump #15. Lowered pump #2 about 4' to drain lower compartments more completely. Motor of pump #7 was burned out and removed for repair and replacement. Continued installation of sludge removal system on upper deck forward.

(4) Pacific Bridge Co. divers cut into blister at about Fr. 108, port side, and stopped small leak with wedges about 2 or 3 ft. below armor.

- UTAH (1) Maintained pressures in main and auxiliary air bubble sections.
(2) Continued constructing an air control house on after charging barge.
(3) In. #6 airlock, divers poured the cement patches in armor gratings in 3rd deck, one at Fr. 84 1/2, the other at Fr. 90 1/2, both in C-1.
(5) Pacific Bridge Co. repaired by caulking cofferdams attached to ship; repaired broken crane boom on barge; continued removing fragments of ex-quays F-11-S and F-11-N by exploding 150 lbs. of dynamite.

BROWNSON Docked Dry Dock #3.

SC994 Arrived and docked YFD-2.

LCI (L) 78 Arrived and docked YFD-2.

HALAWA Undocked Dry Dock #1, to SD2 for completion.

PT225 Arrived for repairs.

PT229 Arrived for repairs.

PT232 Arrived for repairs.

SUNNADIN Completed and departed.

KAULA Arrived Berth 18.

2 November, 1943

BOYD Arrived Berth 15.

ERBEN Arrived Berth 15.

BULLWHEEL Completed and departed.

3 November, 1943

OKLAHOMA

(1) Divers examined and tightened wedges closing leaks between Frs. 32-72, port side; caulked cofferdam main deck aft; and cleared strainers on #5 and #21 pumps.

(2) Continued pumping to hold water at about constant level in the ship, using following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
4	15-7/12 hrs.	21	23-11/12 hrs.
6	8-8/12 "	22	23-9 12 "
10	1-9/12 "		

The foregoing is equivalent to about 6-10" pumps.

At 0800, water level in ship was 21'10" below outside level (max. for the day); port list 1 degree 40'; trim down by the bow 7". (3) Completed flooding the following starboard 3rd dock storerooms: C-103 and C-105. Completed unwatering of compartments A-9, A-9-1, A-7-M, A-8, A-10, A-10-1. Replaced motors on pumps #7 and #3. Continued installation of sludge removal system forward and commenced installation of a unit aft. Tested all pumps.

(4) Pumps were stopped to check leakage and water rose from 19'9" to 18'18" in 6 minutes 50 seconds. (5) Pacific Bridge Co. connected righting tackles to winches for possible use in refloating operations. Divers continued searching for and stopping leaks on port side.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Continued construction of an air control house on after charging barge. (3) On port side, divers repaired the form for a concrete patch on ruptured ship's bottom, Frs. 75 to 81, adjacent to out-board docking keel; on starboard side at Fr. 24 1/2, divers drilled a 7/16" hole in hull, 4" above 2nd platform level into A-94. This hole was drilled for draining this compartment but it was found dry. This hole was tapped and plugged. (4) Pacific Bridge Company installed winches #6 and #8; continued crossbracing head frames; and continued removal of ex-quays F-11-S and F-11-N by exploding 150 lbs. of dynamite in each.

SCHUYLKILL Completed and departed.

HALAWA Completed and departed.

RHODOLITE Docked Marine Railway #1.

COWPENS Completed and departed.

SC990 Undocked Marine Railway #1, completed and departed.

PC596 Undocked Marine Railway #1, completed and departed.

4 November, 1943

OKLAHOMA

(1) Continued pumping as before to maintain water level just below 3rd deck, and at 0945, 3 November, started additional pumps to lower water to bring the ship afloat. The ship was refloated At 2000 on 3 November at a mean draft of 45'11 1/2" (46' fwd. and 45' 11" aft); a starboardlist of 0 degrees 26', increasing; a general water level in the ship (in main patch) of 31'1" (about 4' below. 1st platform) below outside level. Except for water level, the operations were in general accordance with Salvage Bulletin #108, and water trapped in compartments on the 1st platform and slow drainage of damaged sections of the ship probably accounted for this discrepancy. At time of refloating, righting cables were slack, resting on floats. (2) At 0800, 4 November, water level in-ship (in main patch) was 29' 9" below outside; starboard list 53'; mean draft 45' 10 1/2" (45' 8" forward and 46' 3" aft) During refloating operations, ship moved transversely about 42" toward shore (to starboard) (3' 4" forward and 3' 8 1/2" aft.) (3) The pumping record for .the day was as follows:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
1	10 ½ hrs.	15	5-4/12 hrs.
2	3	16	16-7/12 "
3	8-5/12 "	17	3
4	6-1/12 "	18	1-8/12 "
5	22-2/12 "	20	17-8/12 "
6	8-10/12 "	21	24
7	13-6/12 "	22	23-5/12 "
8	18 4/12		
9	8-7/12 "		
10	15		
11	14-10/12 "		

The foregoing is equivalent to about 12.6 -10" pumps.

(4) Pumped out port splinter deck compartments C-40 and D-70 found to be W.T. and drained starboard 3rd deck compartments A-111, A-113, A-117, A-119, A-121, and D-107. Checked port tanks and voids and found water was draining with water in ship. Continued installation of sludge removal systems forward and aft. (5) Pacific Bridge Company stood by to operate winches and to give crane assistance. Divers searched for and stopped leaks in patches.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Continued construction of air control house on after charging barge. (3) In #6 airlock, divers inspected and took photographs of the two concrete patches blanking armor gratings in C-1 at Frs. 84 1/2 and 90 1/2.

4 November, 1943

UTAH (4) On port side, Fr.24 1/2, divers drilled and tapped one 1/2" hole to assure drainage of A-94. (5) Pacific Bridge Company continued repairing mechanical equipment, cross-bracing headframes; welding thrust pads to ship's keel and removing ex-quays F-11-S and F-11-N.
con td.

MISSISSIPPI Arrived Berth 16.

IDAHO Arrived Berth 24.

NO. CAROLINA Arrived Berth 22.

LANG Arrived Berth 23 1/2.

CROWNBLOCK Arrived Berth 20.

CORREGIDOR Arrived Berth 3, for VHF installation.

LISCOMB BAY Arrived Berth 12 for VHF installation.

CORAL SEA Arrived Berth 21 for VHF installation.

ONTARIO Completed and departed.

ATR46 Completed and departed.

DEWEY Arrived Berth 13.

MAURY Arrived Berth 18.

MUSTIN Arrived Berth 18.

HUGHES Arrived Berth 18.

MacDONOUGH Arrived Berth 23 1/2.

5 November, 1943

OKLAHOMA (1) Divers located and stopped 7 leaks between Frs. 65-70, port side, and 8 leaks between Frs. 110-116 port side. Also checked the after 20' of the part docking keel, Frs. 97-116, port side and report this portion of the docking keel to be intact. (2) Continued pumping to hold the water level at about 31' below the outside level, using the following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
1	20 hrs.	11	24 hrs.
2	6-8/12 hrs.	15	4-2/12 hrs.
5	5 "	16	24 "
7	2-9/12 "	17	00-7/12 "
8	24 20 "	20	24 "
9	15-9/12 "	21	6-10/12 "
10	18-4/12 "	22	23-10/12 "

The foregoing is equivalent to about 12.5 - 10" pumps. At 0800 the water level in the main patch was 30' 10" below the outside level (31' 8" maximum for the day); starboard list 0 degrees 20'; the mean draft was 44' 3" (45' 2" fwd.-And 43' 5" aft.) Relocated pumps #3 and #7 into the main patch and lowered pumps #5, 7, and 21 to take suction from the bottom of the main patch. (3) Commenced the removal of trapped water from #4 turret handling room on the 1st platform and made survey of the interior first platform area except for the boiler rooms. Leakage was noted into compartment C-20-V, apparently from outside of the ship. (4) Pacific Bridge Co. removed righting cables #5, 6 and 7. Divers closed 4 leaks in the bottom of the main patch and continued cutting into the damaged blister near the top of the armor at Frs. 80-82, port side, to locate leaks.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) In #6 airlock, divers retrieved equipment from C-1 that was used in work in that engine room. (3) Pacific Bridge Company rerouted power cable from Ford Island to ship, removed hauling attachment to ex-quay F-11-N; continued cross-bracing headframes; welding thrust pads to ship's keel; and removal of ex-quay F-11-N by exploding 150 lbs. of dynamite.

SC994 Undocked YFD2, completed and departed.

LCI(L) 78 Undocked YFD2, completed and departed.

COTTEN Arrived Berth 6.

SALT LAKE CITY Completed and departed.

SC1272 Completed and departed.

PRES. POLK Completed and departed.

5 November, 1943

YT152 Completed and departed.

TAMAHA Arrived and docked YFD2.

PENSACOLA Returned from sea trials.

AULICK Departed from Yard.

PANAY Arrived Berth 6.

6 November, 1943

OKLAHOMA (1) Divers inspected port docking keel, Frs. 97-116, and report that it is intact; removed two large turn-buckles at Fr. 114; drove wedges to stop leak in hull (abt. 1 1/2" x 6") at Fr. 70, port; caulked several small leaks between Frs. 55 and 98; port side; and examined and found not leaking main circulating water sea chests at Frs. 83 and 98, starboard. (2) Continued pumping to reduce draft; to maintain small list to starboard; and to minimize trim, using pumps as follows:

Pump #	Period	Pump #	Period
1	7-7 1/2 hr.	10	8-3/12 hr.
2	5-4/12 "	11	24 "
3	23-11/12 "	15	1-3/12 "
4	1-3/12 "	16	23-4/12 "
8	24 "	17	00-9/12 "
9	17-6/12 "	20	19-8/12 "
		22	24"

The foregoing is equivalent to about 10.5-10" pumps.

(3) At 0800, water in main patch was 31' 10" below outside level; mean draft of ship was 43' 3" (44'-4" forward and 42' 3" aft); and starboard list 0 degrees 51'.

(4) Continued removal of trapped water from 1st platform and drained starboard 3rd deck storerooms A-117, B-103, B-105, C-101, C-103, and C-105. (5) C.O. V-I-0 reports recovery of 14 additional skulls bringing total of skulls and bodies to date to 295. (6) Pacific Bridge Company continued shoring in main patch. Divers stopped several leaks in main patch and continued cutting into blister at Frs. 82-84, port, to locate leaks.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Divers rigged a stage and blank patch on port side at Fr. 23, and prepared to install by welding on hole between main and 2nd decks. (3) Removed #6 airlock. (4) Pacific Bridge Company reeved righting tackles #2 and 3; installed two floodlight poles, one near #1 winch, the other near #17 winch; continued cross-bracing; and continued removal of ex-quay F-11-N by exploding 150 lbs. of dynamite.

REVENGE Arrived Berth 23.

PT231 Completed and departed.

IDAHO Departed.

AULICK Returned from sea trials.

ENTERPRISE Arrived Berth 24.

7 November, 1943

OKLAHOMA (1) Divers caulked small leaks in bottom of ship at about Frs. 85, 86, 90 and 95; and drilled vent holes in deck for burning into A-96-F to allow installation of pump. (2) Continued pumping as before using following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
2	1-11/12 hr.	10	14-10/12 hr.
4	00-10/12 "	11	17-8/12 "
5	00-8/12 "	16	24 "
7	00-8/12 "	20	22-11/12 "
8	18-6/12 "	22	24 "
9	7-3/12"		

The foregoing is equivalent to about 9.2-10" pumps. Relocation of certain pumps is being arranged to avoid loss of suction. (3) At 0800, mean draft was 43' (45' fwd. 41' aft); water in main patch was 33' 2" outside level; and starboard list was 0° 55'.

(4) Emptied starboard void A-13-1-SV and made preparations for pumping out certain other starboard tanks and voids, including gaining access to storerooms. Explosion occurred in C-105, which will be reported separately. (5) Pacific Bridge Co. continued shoring in main patch. Divers located and closed small leaks in patch, and cut into port blister at about Fr. 113 in search for leaks.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) On port side, Fr. 23, divers began welding a plate on access hole between main and 2nd decks. (3) Divers inspected power cable between ship and Ford island, found it to be lying satisfactorily on bottom; and installed marker buoy on same cable midway between ship and shore. (4) Pacific Bridge Co. repaired head-castings on head frames; and continued removal of ex-quay F-11-N by exploding 150 lbs. of dynamite.

INDIANAPOLIS Completed and departed.

PT227 Completed and departed.

PT230 Completed and departed.

ROBIN WENTLEY Completed and departed.

YMS288 Completed and departed.

RHODOLITE Undocked Marine Railway #1, to Berth 8 for completion.

LST213 Arrived and docked Dry Dock #1.

8 November, 1943

OKLAHOMA

(1) Divers made preparations for cutting holes under-water from A-39 1/2-P into cofferdam A-24-P and then into A-96-F for placing pump suction into A-96-F. (2) Continued pumping as before, using the following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
1	18-7/12 hr.	11	22-9/12 hr
2	7-5/12 "	15	1-3/12 "
3	20 "	16	24"
4	00-3/12 "	20	24 "
8	24 "	22	24 "
9	00 -7/12"		

The foregoing is equivalent to about 10.1- 10" pumps. (3) At 0800, list was 0°-12' to starboard; mean draft 44' 3" (Fwd. 44' 10", Aft 43'-8") and water in patch 30' 2" below outside level. (4) Pumped out spaces A-15-1-SV, A-59-M, and A-61-MS, but reflooded them and A-13-L-SV in order to retain starboard list. Pumped out D-36-1 and found D-36-A-SV empty and D-36-A-PV containing about 3 1/2' of water. Forward Wheeler system continued removing trapped water from Handling Room A-52 and adjacent magazines. Continued installation of after Wheeler system. (4.) Reinstalled pump #15 and replaced defective motor on #11 with motor from #7, which no longer takes suction. Removed pump #10 with broken shaft. (5) Pacific Bridge Company furnished crane service in connection with changes in pumps.

UTAH

(1) Maintained pressures in main and auxiliary air bubble sections. (2) On port side, divers continued welding a plate on access hole, Fr. 23, between main and 2nd decks. (3) Pacific Bridge Company suspended operations for the day (Sunday).

JUPITER

Arrived Berth 10 for alterations.

SAILFISH

Undocked Dry Dock #2, completed and departed.

YPK2

Undocked Dry Dock #2, completed and departed.

BROWNSON

Undocked Dry Dock #3, to GD2, completed and departed.

PC548

Arrived and docked Marine Railway #1.

GRIDLEY Undocked Marine Railway #2, to Berth 14 for completion.

PENSACOLA Completed and departed.

ERBEN Completed and departed.

AULICK Completed and departed.

PC596 Completed and departed.

8 November, 1943

The Commandant, with representatives of Cincpac holds a daily conference in regard to work being performed on vessels in the Navy Yard. The status of work during the period 1-7 November, 1943, is outlined as follows:
1943, is outlined as follows:

<u>ABBOTT</u>	Arrived - 23 October	Complete - 10 December (tentative)
<u>DD629</u>	Dock - 23 "	Undock - 26 October

Prefabrication Of new bow in shop (three sections) proceeding according to schedule. Alterations to bridge level and superstructure deck 40%, emergency sea cabin 30%, minor hull jobs are 50% complete. Machinery work: anchor windlass has been removed from ship, checked and repaired. No. 1 feed pump casing is being built up and to be machined. Re-bricking deck, saturated side #1 boiler, three tubes were replaced in #1 boiler. Both cruising turbine upper cases were lifted for removal of frozen inspection plugs. Relocation of SG, SC-2 and BK radars 20% complete, installation of RPP1 in CIC room 15%, radio work 10%.

ASH Arrived - 21 October Complete - 10 November
YN2 (tentative)

Reassembly of main diesel engines after overhaul is 80% complete, two new anchor windlasses are being re-assembled after check and necessary repairs. Progress satisfactory, 60 KW generator is back on ship after repairs, castings for roller chock on stern are now being machined. Anchor windlass foundations 75% complete, firemain 60%.

ATR44 Arrived - 19 October Complete - 10 November
8044

Oil grooves of pistons in main engines were modified to eliminate excessive use of oil. Sea trial was held 3 November and oil consumption was still excessive. Oil was found in blowers. Sealing rings in blowers are being renewed. All work (hull) completed.

AULICK Arrived - 9 April Complete - 8 November
DD569 Dock- 29 " Undock - 5 June
Redock- 6 June " - 1 July
"- 2 July " - 17 "
" - 28 October " - 29 October

During sea trial vibration and excessive noise in starboard reduction gear, which was experienced at the dock trials, reoccurred. The L.P. air compressor has been repaired. The port L.P. turbine bearing was lifted to correct oil leaks. The ship is being returned to the Coast by Comdespac to obtain new gears.

8 November, 1943

AZURLITE Arrived - 22 October Complete - 10 December
PY22 Dock - 10 November (tentative)
Undock - 22 November

Overhaul of main engines. Cracked block has been removed from ship, new block is being machined. Relief valves, air reversing valves, fuel injectors, connecting rods and pistons, are in machine shop for repairs. Con. rod and main bearings are to be rebabbitted, main and auxiliary exhaust mufflers and starboard main exhaust piping being repaired. Shafting will be checked during docking period. Progress satisfactory,

BELLE GROVE Arrived - November Complete - 8 November
LSD2

Available for TBS installation which was completed this date.

BOYD Arrived - 2 November Complete - 8 November
DD544

Work being accomplished as follows: installation of panel stiffening in fuel oil tanks C-1 and C-4, strengthening of shaft bearing supports at frames 153 and 154, reinforcing sub base of emergency diesel generator. SG radar being modified. Only minor machinery and electrical work underway. Progress satisfactory.

BROWNSON Arrived - 1 November Complete - 8 November
DD518 Dock - 2 " Undock - 8 "

Starboard shaft was removed for repair of leaks in stern tube. Stiffeners installed on bulkheads C-1-F and C-4-F. Ship to depart upon undocking, this date. Tanks C7 and C9 were cleaned, tested and repaired.

COCKENOE Arrived - 30 October Complete 8 November
YNT15 Hoisted - 30 " Undock - 8 "

Check and repair of rudder post and support bearing 70% complete, tail shaft has been straightened and propeller repaired. Main engine repairs proceeding satisfactorily. Pending satisfactory dock trial ship will depart this date.

CORAL SEA Arrived- 4 November Complete - 8 November
CVE57

Available for radio installation, manufacture and installation of VHF antenna, completed. BC-639/640 and VHF-274N equipment installation complete. Two fire pumps are in shop for repairs to water end.

8 November, 1943

CORAL SEA Bearings are being renewed, impeller and shaft
cont'd straightened and rotor to be balanced. Progress satisfactory.

CORREGIDOR Arrived – 4 November Complete - 8 November
CVE58

Available for radio installation. Manufacture and installation of VHF antenna completed. BC-639/640 and VHF-274N equipment installation complete.

COTTEN Arrived - 5 November Complete - indefinite
DD669

Arrived for minor hull and machinery repairs.

CROWNBLOCK Arrived - 4 November Complete - 14 November
YO48

Available for repair of cargo tank valve reach-rods. machinery job orders issued.

DEWEY Arrived - 4 November Complete - 8 November
DD349

Available for repair of leaks in tanks and overhaul of (3) air lock hatches, and minor machinery work.

DOLPHIN Arrived - 26 August Complete - 30 December
SS169 Dock - 18 September Undock - 9 October

Status of major hull jobs as follows: installation of "T" shaped gaskets 90 percent, overhaul and test of torpedo flasks and system 100%, overhaul of steering and diving gear 70%, installation of new hydraulic plant and modified automatic bypass valve 20%, overhaul of turbo-blowers, 90%, trim pump 100%, realignment of #2 periscope 70%, renewal of ballast tank vent risers 95% cutting down of conning tower fairwater and installation of 20 mm. gun 80%, test and repair of 200# and 600# systems 100%, 10# and 3000# systems 95%. Machinery work: starboard main engine pistons are all assembled, tested and completed. Three of the port main engine pistons are also complete, work on remaining pistons well underway. Planner work on the new section of the port engine bed plate completed. Section will be disengaged from other sections and sent to boring mill for completion of machine work on bearings, holes will also be drilled and tapped for bearing caps. The starboard main engine clutch spider and cones have been dynamically balanced. Unit now being assembled, bushings of the port engine clutch are being installed and scraped to suit the spider pins. Progress satisfactory.

8 November, 1943

ENTERPRISE Arrived - 6 November Complete - 10 November
CV6

Arrived for repairs to gasoline tank voids A-43-3 and A-42-3, also structural repairs. While steaming at full power prior to arrival at this Yard, the forward bull gear bearing on #3 main unit apparently picked up foreign matter and both halves of the bearing were wiped. The set was stopped and secured before further damage occurred. With Yard assistance the ship's force has installed the spare and the Yard is re-metalling and boring the damaged bearing.

ERBEN Arrived - 2 November Complete 8 November
DD631

Work underway on stiffening of ship's structure aft and repair of leaks in fuel oil tanks, also minor machinery repairs. Progress satisfactory.

FINBACK Arrived - 13 September Complete - 28 November
SS230 Dock - 13 October(tentative) Undock - 1 November

Status of major hull jobs as follows: ballistic splinter protection 90% complete, installation of "T" shaped gaskets in MBT vents 80%, overhaul of #1 and #2 H.P. air compressors 90%, shock mounting of trim and drain pumps 85%, overhaul of bow and stern plane rigging and tilting systems 70%, check of periscope alignment and overhaul of hoists 85%, overhaul and shock mounting of IMC pump 100%, manufacture and installation of hydraulic pump, piping and fittings 70%, conversion of MBT 4A and 4B into fuel ballast tanks 90%, conversion of #1 lube oil tank into sanitary tank 90%, all four main generator armatures are back on ship.

GRIDLEY Arrived - 1 November Complete - 8 November
DD380 Dock - 1 " Undock - 8 "

Port shaft was removed and sent to shop for machining now reinstalled in shop. Port strut bushing was re-wooded, No. 2 H.P. air compressor overhauled, also L.P. air compressor and #1 fuel oil booster pump. Hull work as follows: damaged repairs to shell plating and longitudinals starboard side midships accomplished, several leaky oil tanks were made tight, rudder repairs, rudder stock was removed and machined, lower and upper bearings were rebabbitted, new thrust bearing installed. Radar work removal of shock mounts SC2 radar completed. SC-2 antenna and coaxial line checked and repaired. Removal and reinstallation of radio receivers completed.

8 November, 1943

HUGHES Arrived - 4 November Complete - 8 November
DD410

Renewal of vent duct in Captain's stateroom completed. Other minor hull and machinery jobs underway will be completed this date.

KAULA Arrived - 2 November Complete 2 December
AG33

Ship has cracked cylinder blocks #2 and #6 starboard engine, and #7 port engine these blocks are not to be replaced during this availability, temporary repairs will be made. Crank pins and crank pin bearing of both engines are being checked.

KEOSANQUA Arrived - 22 October Complete - 16 December
AT38

Repairs to evaporator brine pump, reducing valves, main feed pump, evaporator air pump, relief valves and safety valves of #1 and #2 boilers are complete. Other main engine repairs underway are 40% complete. Minor hall work underway.

LANG Arrived - 4 November Complete - 9 November
DD399

Arrived for repairs to damaged hull port side, frame 37 to 39. This job required new longitudinal and new plating. Progress satisfactory. The carbon packing of the IP and LP turbines removed for re-machining to proper clearance.

LISCOME BAY Arrived - 4 November Complete - 8 November
CVE56

Available for radio installation. Manufacture and installation of VHF antenna completed. BC-639/640 and VHF-274M equipment installation complete. Three fire pumps are in machine shop for repairs to water end. Shaft and impeller being straightened, journals polished and complete assembly to be balanced.

LST213 Arrived - 7 November Complete - 12 November
50213 Dock - 7 " Undock - 10"

Special docking for repacking of stern tubes. 20 mm and 40 mm installations to be accomplished.

MAC DONOUGH Arrived - 4 November Complete - 8 November
DD351

Available for inspection and necessary replacement of high pressure steaming flange bolts.

MAURY Arrived - 4 November Complete - 8 November
DD401

Refacing flanges and renewing gaskets auxiliary

8 November 1943

MAURY streamline bulkhead stops of all four boilers.
cont'd Other minor jobs underway. No major hull work.
Progress satisfactory.

MISSISSIPPI Arrived - 4 November Complete - 7 November
BB41

Repairs to Waterbury unit in #4 turret completed and tested. "A" end of Waterbury gear for airplane crane being repaired. Work to be completed and ship to depart this date.

MORRIS Arrived - 1 November Complete - 8 November
DD417

Stud bolts in main steam line have been renewed. Antenna for TCS-5 radio being installed. Other minor hull and machinery jobs underway. Progress satisfactory.

MUSTIN Arrived - 4 November Complete - 8 November
DD413

Inspection and renewal as necessary of bolts in (7) flanges of main steam lines and in 60 flanges of auxiliary steamlines, is underway. 5"/38 cal. loading machine being inspected and repaired. Life jacket stowage and 40 mm spare barrel holders being relocated. Progress satisfactory.

NEW ORLEANS Arrived - 14 October Complete - 10 November
CA32

Difficulty is being experienced in the repair of the powder hoists of #2-8" turret. All hull and machinery work completed.

NO. CAROLINA Arrived - 4 November Complete - 8 November
BB55

SK antenna and pedestal removed and ex-USS BUSHNELL SK being installed. Check and repair of SK radar coaxial line completed. Miscellaneous ordnance work underway.

PANAY Arrived - 5 November Complete - Indefinite
AG41

Arrived for electrical repairs.

8 November, 1943

PC596 Arrived - 20 October Complete - 8 November
6096 Dock - 29 " Undock - 3 "

All major hull work completed. All machinery work completed except for installations of exhaust trunks. Dock trial to be held this date. SF radar installed. QCQ sound equipment repaired.

<u>PENSACOLA</u>	Arrived - 27 January	Complete - 8 November
<u>CA24</u>	Dock - 2 February	Undock - 7 March
	Redock - 29 April	" 5 June
	" 6 June	" - 1 July
	" - 17 October	" - 20 October

Returned from sea trials and training. Final minor repairs accomplished. Ship to depart this date.

PT225 Arrived - 1 November Complete - 12 November
2235

Available for: replacement of (4) torpedo tubes and installation of (1) Mk 20 mm mount, overhaul of air compressor unit, repair of generator set, installation of gyro flux-gate compass system, and relocation of BK unit. All work progressing satisfactorily.

PT229 Arrived - 1 November Complete - 12 November
2239

Available for replacement of (4) torpedo tubes and installation of (1) Mk14 - 20 mm mount, overhaul of air compressor unit, repair of generator set, installation of gyro flux-gate compass system and relocation of BK unit. Progress satisfactory.

PT232 Arrived - 1 November Complete - 12 November
2242

Available for replacement of (4) torpedo tubes, overhaul of air compressor unit, repair of generator set, installation of gyro flux-gate compass system and relocation of BK unit. Progress satisfactory.

REVENGE Arrived -6 November Complete - 8 November
AM110

Arrived for additional minor repairs.

RHODOLITE Arrived - 1 November Complete - 15 November
PYc19 Dock - 4 " Undock - 7"

Available for docking for repairs to rudder post, steering engine repairs and SF and BK radar installation. Rudder post was welded and machined. Steering engine is in machine shop being disassembled, for chocking and repairs. Steering motor in electric shop for overhaul. Progress satisfactory.

8 November, 1943

SAILFISH Arrived - 1 November Complete - 8 November
SS192 Dock - 1 " Undock - 8 November

Special docking. Port strut and outboard sterntube lands have been built up and bored. I.B. sterntube lands rebored and bushing altered to suit new bore. Ship to undock this morning and depart. This redocking was necessary because of apparent change in ship's structure during sea trials after the struts were cast loose and rewelded to correct 1 1/4" misalignment. As redocked, the port strut had dropped and moved inboard 0.201" necessitating building up and reboring.

SC520 Arrived - 16 October Complete - 20 November
6020 Dock - 19 " Undock - 28 "

Port and starboard engines have been removed from ship and riser strips installed. Port and starboard shafts were checked and are in line, engines are now to be reinstalled, BK radar installation complete. Preliminary wiring for SF and BN radars to be installed. Removal of (2) depth charge tracks and installation of (10) type "C" depth charge racks 25% complete. Progress satisfactory.

SOHLEY Arrived - 16 October Complete - 18 December
APD14 (tentative)

The alignment of the lower turbine and reduction gear casings has been checked and found satisfactory. Checking and grinding of journals of port bull gear completed and gear is now being balanced dynamically. The starboard L.P. rotor has been checked, journals and packing areas machined and polished and dynamically balanced. Boring of bearings for same is underway. Port L. P. rotor is now awaiting machining. Checking and grinding and polishing of journals on starboard L.P. rotor completed and is awaiting balancing. Port H.P. rotor has been checked and journals are being ground and polished. Pinion gear units are being checked and having journals ground and being balanced. Pinion gear bearings are being worked on. Thrust shoes have been rebabbitted and are ready for machining. Castings for diaphragm and labyrinth packing are in machine shop and are being worked on. There are no major hull jobs underway. SC-1 radar antenna and pedestal repair 75percent complete. SC-1 radar MG set replaced.

8 November, 1943

TAMAHA Arrived - 5 November Complete - 10 November
YNT12 Dock - 5 " Undock - 9 "

Arrived and docked for repairs to damaged propeller. Propeller is now in machine shop. Progress satisfactory.

WAMPATUCK Arrived - 10 March Complete - indefinite
YT337 Dock - 15 June Undock - 17 June
Redock - 18 September " - 9 October

Repairs to pilot house 90% complete, alterations to crew's space 75%, modification of main mast 65%, repairs to superstructure 85% , fresh water and drainage system 80%. Progress satisfactory. Pearl Harbor Ship Repair Unit accomplishing main engine repairs.

YPK2 Arrived - 1 November Complete - 8 November
 Dock- 1 " Undock - 8 "

Repairs to underwater hull completed, craft undocking
 this date.

EXPECTED ARRIVALS

<u>SHIP</u>	<u>Nature of Work</u>	<u>DATES</u>
ALMANDITE (PY24)	Docking	11 Nov or - Indef.
BUTTERNUT (YN4)	Alterations	? - Indefinite
CAPE FEAR (WSA)	Alterations	? - 14 November
CONDOR (AMc14)	Docking & repairs	20 Nov. - Indef.
JUPITER (AK43)	Alterations	8 " - 9 November
TITAN	Alterations	8 " - 9 "

COMPLETED

<u>SHIP</u>	<u>DATE</u>
APc108 -	1 November
APc109 -	1 November
ATR46 -	4 November
BULLWHEEL(YO46)	2 November
CONNER (DD582) -	1 November
COWPENS (CVL25)-	3 November
HALAWA(AOG12) -	3 November
INDIANAPOLIS (CA35)	7 November
IDAHO (BB42) -	6November
(Arrived 4 Nov. alignment of "B" end, Waterbury gear, starboard airplane crane checked)	
LCI(L)78 -	5 November
(Arrived and docked for change of propellers)	
ONTARIO (AT13) -	4 November
PRES. POLK (WSA)	5 "
PT227 -	7 "
PT230 -	7 "

8 November, 1943

COMPLETED cont'd

<u>SHIP</u>	<u>DATE</u>
PT231 -	6 November
ROBIN WENTLY	7 "
SALT LAKE CITY (CA25) -	5
SC990-	3 "
SC994-	5 "
(Arrived and docked 2 Nov. for repairs to WEA-sound projector).	
SC1272 -	5 November
SCHUYLKILL	3 "
SUNNADIN (AT28) -	2 "
YNS288 -	7 "
YORKTOWN (CV10) -	1 "
YT152-	5 "

REPAIR & CONVERSION DIVISION

WORK IN PROGRESS AT HAWAIIAN TUNA PACKERS,
HAWAIIAN SHIPYARDS

USS DOHASAN Arrived - 13 August Complete - 22 November
YT335

Continuing overhaul of main engine, auxiliary diesel generator, all pumps and deck machinery, extensive above waterline hull repairs and numerous other items. Main engine: all wrist pins and brasses except (1) received and installed. Expect the 6th wrist pin and brass from Navy Yard, 8 November. (5) pistons, connecting rods and bearings installed. Reassembly of main engine 50% complete anchor engine: thrust shaft reassembly, deckhouse and hardwood guards 100% complete. Refrigerator repairs and refrigerator compressor installation 98% complete. Electrical work 50% complete. Towing engine: receive shaft from Navy Yard 3 November, will start reassembly of engine 8 November. Piping: extensive renewal of piping throughout vessel 30% complete. Auxiliary diesel: will start reinstallation in vessel 8 November. All other repairs approximately 60% complete. Progress satisfactory.

YP238 Arrived - 26 October Departed - 30 October

Vessel arrived for repairs to port auxiliary diesel. Ship left pistons, bearings, crankshaft and other parts ashore to be repaired. Crankshaft at Navy Yard. Vessel will return when engine parts ready for reassembly.

8 November, 1943

USS SKENANDOA Ship to shop job. Machining (6) bronze pump castings;
YT336 (2) completed. No work in progress due to higher priority work in machine shop. Ship not in urgent need of pumps.

YP282 Started - 1 November Complete - 3 November

Vessel made available at Pier 5A for installation of main engine spark arrester and repairs to bilge pump suction line. work completed.

YP287 Arrived - 30 October Complete – Indefinite

Vessel arrived for repairs to main engine and miscellaneous minor repairs. Installing new liner, #4 cylinder, main engine; repairing cooling pump, high pressure fuel pumps, leaks in salt water cooling lines, leaks in sanitary piping, forward fuel oil tank, electric motor fresh water pump and other minor repairs. Progress satisfactory. Vessel departed 30 October for emergency docking, I.I. Drydock. Leaking forward and in several butts and planking seams. Returned to H.T.P. 6 November. progress satisfactory.

C18314 Completed and departed.
Torpedo Retriever
Boat

LCM29851 Completed and departed.
Steel Landing
Barge

LCM8221 Arrived - 12 October Complete - 10 November
Dock - 15 " Undock - indefinite

Vessel arrived for extensive repairs to underwater hull, topsides, decks and ramp. Approximately 55% complete. Progress satisfactory.

LCM29847

Arrived - 29 October Complete - indefinite
Dock - 2 November Undock - "

Vessel arrived for extensive hull repairs, similar to LCM8221, reported above. Work started. Progress satisfactory.

YC945 Ship to shop job. Accomplished minor machine work on manhole cover machine bolts. Completed.

YCK22 Work started 2 October. Launched 27 October.
Steel Ammunition Completed 5 November.

Lighter

Assembling of lighter complete. Ready for delivery.

8 November 1943

YCK25 Work started 28 October. Tentative completion date 11 December. Welding of sub-assemblies 25% complete. Progress satisfactory.

PAB#2 Arrived - 16 October Complete - Indefinite
Steel Barge

Barge arrived for extensive upkeep hull repairs. Clean up work started. Progress slow, but satisfactory, due to low priority.

AMERICA MARU Docked - 13 August Dock - 16 August
YPI68

Same as previous report. No work in progress.
Awaiting balance of engine parts for 135 H.P. Atlas
Imperial diesel engine.

U.S.COAST CUARD WORK - TUNA PACKERS' YARD

CG24362 Completed and departed.
Buoy Boat

CC50069 Arrived - 1 November Complete - 5 November
Dock- 1 " Undock - 5"

Vessel arrived for routine docking and underwater
hull upkeep repairs. Checked propellers, strut
bearings, rudders, all butts and seams and applied
(2) coats copper bottom paint. Work completed.
Vessel departed.

U.S. ARMY WORK - TUNA PACKERS' YARD

J353 Completed and departed.
M.L.

C17 Completed and departed.
M.L.

C19 Arrived - 30 August Complete – Indefinite

Vessel arrived for complete main engine overhaul.
Majority of parts received. Many small vital
parts missing. Army has ordered from Mainland.
No work in progress.

C20 Arrived - 30 September Complete – Indefinite
M.L.

Vessel arrived for complete overhaul of main engine
which had previously been submerged. Many engine
parts missing. Since engines of C19 and C20 are iden-
tical, has authorized removal of necessary parts
from engine of C19 to complete assembly of engine of C20.
C20 engine reassembly 50% complete. Progress satisfactory.

8 November, 1943

J1270 Arrived - 20 October Complete – Indefinite

Vessel arrived for clutch port engine adjustment. Examination proved that clutches of both port and starboard engines needed extensive overhauling. U.S.E.D. manufacturing gears and other parts which are expected 10 November. Will require three days to complete upon receipt of parts. No work in progress.

Hull #12808 Arrived - 5 November Complete – Indefinite

Capt's Gig

Army

Work started 3 November at Pier 6. Vessel brought into Tuna Packers. Original request from Army for minor repairs and adjustment. Found engine frozen. Will need complete overhaul. Awaiting reply from Army.

C18 Arrived - 5 November Complete - 6 November

M.L.

Vessel arrived for minor repairs. Accomplishing repairs to leaky fuel lines, adjustment of nozzles, timing and testing engine. Progress satisfactory.

TP132 Arrived - 8 September Complete - 17 November
Cabin Type Dock - 11 " Undock - 11 October
Sampan Redock - 2 November " - Indefinite

Vessel arrived for main engine overhaul found to be beyond economical repair. Army supplied replacement engine. Atlas imperial diesel 90 H.P. now being installed. Installation of new engine 10% complete. Progress satisfactory.

TP233 Arrived - 27 August, '42 Complete - 20 November
ex-Yamato Maru Dock - 29 March Undock - 19 October

Vessel acquired by Army from Navy, 7 June. Converting to small cargo and passenger carrier, inter-island service. All topside work 93% complete. Engine room and machinery installation 87% complete. Have not received auxiliary generator from Army. Refrigerator and other fittings not yet received from Army. Held dock test of main engine 2 November. Progress slow but satisfactory.

US NAVY WORK - YOUNG BROS. DRY DOCK

C2226 Arrived - 30 October Departed - 1 November
Bomb Target Dock - 1 November Undock - 1 "
Boat

Upon docking vessel examination proved extensive hull repairs necessary. Due to urgent need of drydock and lack of hull repair facilities vessel was undocked and sent to Tuna Packers. Completed and departed.

8 November, 1943

INTER-ISLAND DRY DOCK COMPANY, LTD.

YP287 Arrived - 3 November Complete - 6 November
Dock - 3 " Undock - 6 "

Drydocked cleaned and applied (2) coats of copper bottom paint. Removed sheathing on bow and renewed (2) planks, caulked seams and replaced sheathing. Removed old skeg fittings repaired damaged wood, fabricated new skeg irons and installed fitting for rudder lower bearing. Made and installed new lower rudder bearing, aligned rudder and tested out.

AMc8 Arrived - 3 November Complete - 6 November
Dock - 3 " Undock - 6 "

On dock 0800, 3 November. Cleaned bottom, applied (2) coats copper bottom paint. Completed requested repairs. Off dock at 1330, 6 November.

C12030 Arrived - 15 October Complete - 15 November
Landing Barge

Reconditioning hull to make watertight. Straightening skags, struts and rudders. Installing new propellers and shafts. Painting all over.

C29852 Arrived - 15 October Complete - 15 November
Landing Barge

Reconditioning hull to make watertight. Straightening skags, struts and rudders. Installing new propellers and shafts. Painting all over.

Unknown Arrived - 15 October Complete - 30 November
Landing barge Reconditioning hull to make watertight. Straightening skags, struts and rudders. Installing now propellers and shafts. Painting all over.

ISLAND WELDING AND SUPPLY COMPANY

C29849 Arrived - 19 October Complete - 6 November
Landing Barge

Reconditioning hull to make watertight. Straightening skags, struts and rudders. Installing new propellers and shafts. Painting all over. Barge taken to Pier 2 and refloated on 6 November.

HAWAIIAN TUNA PACKERS - ADDITIONAL WORK

YP349 Assist ship's force job. Completed.

8 November, 1943

YF269 Ship to shop jobs, Manufacturing (4) wrist pins and (4) bushings for ship's auxiliary engine. Awaiting nickle steel from Navy Yard. Manufactured 250 wooded battens for cargo holds. Manufacturing (6) bearing shells for auxiliary engine. Progress satisfactory.

APc109 Ship to shop job, Repaired automatic starting switches.

APc108 Ship to shop job, Repaired short circuit in (1) 1/4 H.P. DC electric motor. Completed.

C2226 Arrived - 1 November Complete - Indefinite
Bomb target Dock - 2 " Undock - "
Boat

Vessel arrived from Young Bros. Drydock for extensive underwater repairs, (hull). Keel badly worm damaged. Port and starboard deadwoods of propeller shafts to be renewed. Approximately 15% of planking to be replaced. Miscellaneous other underwater repairs being accomplished. Progress satisfactory. Approximately 30% complete.

X14-18 Arrived - 15 December '41 Complete - Indefinite
AWA Dock - 8 July Undock - 16 October

Conversion to fire fighting boat for Captain of the Yard, Pearl Harbor. Underwater work completed. Machinery and topside hull work approximately 90% complete, except installation of pumpers. Progress slow due to more urgent work in shipyard. Expect to make trial run to test main engines and steering 8 November.

PT233 Arrived - 4 November Complete - 6 November
Dock - 5 " Undock - 6 "

Vessel arrived for underwater repairs and routine docking. Changed center and starboard propellers. Replaced starboard shaft. Scraped, cleaned and washed down underwater hull. Applied (2) coats copper bottom paint. Completed and departed.

PT255 Arrived - 1 November Complete - 4 November
Dock - 2 " Undock - 4 "

Vessel arrived for underwater repairs and routine docking. Replaced (3) propellers. Repaired rudders and leak in exhaust pipes. Scraped, cleaned and washed down underwater hull. Applied (2) coats copper bottom paint. Completed and departed.

9 November, 1943

OKLAHOMA (1) Divers commenced cutting pump access hole under-water through deck in A-39 1/2-P into A-24-P, but water level dropped below the deck. Continued cutting hole by drilling and chipping. (2) Continued pumping as before, using the following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
1	24 hrs.	11	14 5/12 hrs.
2	4 hrs.	16	24 hrs.
3	4-8/12 hr.	20	15 hrs.
8	24 hrs.	22	23 11/12 hrs.
9	6-9/12 hrs.		

The foregoing is equivalent to about 8.3 -10" pumps.

(3) At 0800 starboard list was 1° 2'; mean draft 43' 10" (44'F; 43' 8"-A); water in main patch was 32' 6" below outside level (max. for day 33' 11").

(4) Opened and found open a number of doors and hatches on 1st and 2nd platform forward. Pumped out D-17-S, D-17-P, D-58 1/2, and D-36-a-P-V. Forward Wheeler unit continued removing water from forward handling room and after Wheeler commenced removal from C-40. Overhauled and cleaned electric submersible pumps (6) and air driven skimmer pumps for use in unwatering individual compartments. Obtained 4 additional submersible pumps. (5) Pacific Bridge Co. divers cut into damaged port blister at Frs. 38 and 115 below armor to stop leaks in hull; and stopped small leaks in main patch.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) On port side, divers continued welding a plate on access hole, Fr. 23, between main and 2nd decks. (3) Pacific Bridge Co. aligned, leveled and secured winches #6 and #8; aligned and repaired anchor arm heads; welded thrust pads to ship's keel; and removed ex-quay F-11-N by exploding 150 lbs of dynamite. Continued dredging between ship and shore to remove hard material to a depth of 55' below M.L.W. to a line 150' inshore from C.L. keel. To be refilled with soft mud.

PC478 Arrived and docked Marine Railway #2.

YR20
arrived and docked Marine Railway #2.

HALEAKALA
Arrived and berthed in Dry Dock #2.

TITAN Arrived Berth 10.

PC583 Arrived Berth 19.

YCV7 Placed in Dry Dock #3, for construction.

REVENGE Completed and departed.

10 November, 1943

OKLAHOMA

(1) Divers completed drilling and chipping pump access hole through 2nd platform from A-39 1/2-P into A-24-P; prepared to out pump access holes (a) from A-22 into A-98-F and (b) from A-24-P into A-96-F; and removed gratings at 3rd deck and 1st platform level to clear for deep well pump at Fr. 56, C.L., down to A-98-F.

(2) Continued pumping as before, using the following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
1	10-1/12 hr.	11	24 hrs.
2	2-10/12 "	15	00-8/12 hr.
3	8-6/12 "	16	24 hrs.
4	00-2/12 "	20	24 "
8	24 "	22	15-7/12 "
9	1-7/12 "		

The foregoing is equivalent to about 8.9 - 10" pumps.

(3) At 0800, mean draft was 43' 3 1/2" (Fore-42' 5" Aft-44' 2"); port list 0°10'; water in patch was 30' 9" below the outside level. (4) Determined the following conditions of tanks by inspections:

(a) D-17-P and D-17-S connected to forward part of ship.

(b) D-98-F and D-99-F are under sea pressure.

(c) B-36-b-PV and D-36-b-SV are empty.

(5) Removed water as follows:

(a) Installed electric submersible pumps to remove water from A-14; A-97-F; A -22-S; D-95-F.

(b) Forward Wheeler system completed removal of trapped water forward on 1st platform and continued on 2nd platform. After Wheeler emptied C-40 and commenced C-38.

(6) Pacific Bridge Company divers stopped small leaks around grout bags in sections #1 and #2 of main patch; continued cutting into blister at Fr. 114 port, to locate leaks; and commenced check of sea chests for leaks.

UTAH (1) Maintained pressures in all sections of air bubble.
(2) At Fr. 23 on port side, divers continued welding a patch plate to close the access hole between the main and 2nd decks. (3) Pacific Bridge Co. installed timber head-frame #13, thus completing installation of all head frames; continued welding thrust pads to centerline keel; cross bracing headframes; delivered electrical equipment to the power house; grouted under winches #6 and #8 with concrete; continued dredging inshore from ship; and removal of ex-quay F-11-N. All winches have been installed except #7, 9, 15, 16, and 17; and righting tackles #2, 3, 4, 5, 6, 7, 8, 14 have been reeved.

10 November, 1943

CAPE CONSTANTINE Arrived Berth 7.

GRIDLEY Completed and departed.

MacDONOUGH Completed and departed..

NEW ORLEANS Completed and departed.

COTTEN Completed and departed.

DEWEY Completed and departed.

BOYD Completed and departed.

MAURY Completed and departed.

MUSTIN Completed and departed.

HUGHES Completed and departed.

ENTERPRISE Completed and departed.

MORRIS Completed and departed.

TAMAHA Undocked YFD-2, completed and departed.

CORREGIDOR Completed and departed.

LISCOME BAY Completed and departed.

CORAL SEA Completed and departed.

MISSISSIPPI Completed and departed.

BELLE GROVE Completed and departed.1

PT230 Arrived Berth 1.

NO. CAROLINA Completed and departed.

LANG Completed and departed.9

ALMANDITE Arrived Berth 12.

YO120 Arrived Berth 16.

PT230 Departed.

11 November, 1943

OKAHOMA

(1) Divers completed underwater cutting of pump access hole from A-24-P into A-96-F and also drilled 3 test holes in the inner bottom from A-22 into A-98-F at Fr. 56, C.L. (2) Continued pumping, using the following pumps:

Pump #	Period	Pump #	Period
1	3 hrs.	10	11-6/12 - inboard
2	2-7/12 "	11	24 hrs.
3	10-6/12	15	1-5/12 hr.
4	00-11/12 "	16	24 hrs.
8	24	19	2 "
9	3-6/12 "	20	17-10/12 hr.
		22	4-5/12 "

The foregoing is equivalent to about 6.6 - 10" pumps. (3) At 0800, the mean draft was 44' 11" (Fwd. 45' 6"; aft 44' 4"), starboard list 56'; and water in main patch was 30' below the outside level. (4) Emptied the following compartments by pumping: D-1, D-95-F, A-20, A-97-F, A-22-S, A-14, A-11-S, A-12 and A-12-S. Water was being pumped from D-93-F and A-99-F. D-94-F was found to be under sea pressure and D-61-V was found empty. Flooded the following compartments in order to correct the port list to starboard list: A-22-S, A-61-MS and A-59-MS. The Wheeler systems completed the removal of water from A-29-P, A-29-S, A-30-P, A-30-S and C-40. (5) Reinstalled #10 pump; removed 15 of the temporary air port covers on the 2nd deck and closed the inside covers. (6) Pacific Bridge Company divers continued search for leaks in the main patch and cutting into the port blister at about Fr. 118 to locate leaks.

UTAH

(1) Maintained pressures in main and auxiliary air bubble sections. (2) Divers assisted in charging barge between Frs. 105-112. (3) On port side, divers completed welding a plate on access hole, Fr. 23, between main and 2nd decks. (4) Pacific Bridge Company continued installing a false keel on ship's keel; backfilling on Ford Island; dredging between ship and shore; and removing fragments of ex-quay F-11-N.

LST213

Undocked Dry Dock #1, to Berth 18 for completion.

PC548

Undocked Marine Railway #1, to Berth 16 for completion.

BLACK HAWK

Arrived Berth 3.

HYDROGRAPHER

Arrived Berth 13.

NOA Arrived Berth 15.

BUTTERNUT Arrived Berth 16.

COCKENOE Placed overboard, completed and departed.

11 November, 1943

LUCE Arrived Berth 2.

SC1315 Arrived and docked Marine Railway #1.

PC583 Docked Marine Railway #1.

YW10 Arrived Beth 10.

PTs 225,229 Completed and departed.

PANAY Completed and departed.

12 November, 1943

OKLAHOMA

(1) Divers continued cutting pump access hole from A-22 into A-98-F; caulked about 5 leaks in forward patch on port side; and cleaned strainer of deep well pump in main patch. (2) Continued pumping as before, using the following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
1	4-8/12 hrs.	10	9-8/12 hrs.
2	1-5/12 "	11	9 "
3	19-9/12	15	0-8/12 "
4	4-11/12 "	16	24 "
8	24 hrs.	17	0-5/12 "
9	8 "	20	23-9/12 "
		22	3/12 "

The foregoing is equivalent to about 9.5-10" pumps.

(3) At 0800, mean draft was 42' 1" (Fore-42'-9", Aft-41'-5"), starboard list was 0° 37'; and water in patch was 33' 6" below outside level. (4) Wheeler System continued removal of trapped water as follows:

(a) Fwd Unit - 2nd platform, Frs. 39-37,

(b) After Unit - Fr. 98 aft on 1st platform.

(c) Floating Unit - From stern forward on 1st plat. Continued operation submersible pumps to remove water from the following spaces:

A-11-S; A-14; A-36 (starboard); A-99-F; D-95-F; D-96-F; D-93-F.

(5) Conditions of tanks were found as follows:

(a) Empty - D-62-V; D-64-V; D-65-V;

(b) Flooded and watertight: D-18-F; D-18-1-F; D-18-2-F; D-18-3-F; D-36-a-SV.

(c) Under sea pressure: D-19.

(6) Pacific Bridge Company divers continued search for leaks in main patch and in bottom of the ship; and cut into port blister at about Fr. 98 near bilge keel to locate and stop leaks.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Shifted service barge (YC-479) from amidship starboard forward to starboard bow to provide Pacific Bridge Company access to head frames. (3) Pacific Bridge Company began installing electrical equipment in powerhouse; began reeving blocks for #1 winch; continued installing a wood docking keel on center-line; crossbracing headframes; backfilling on Ford Island; dredging between ship and shore and removing fragments of ex-quays F-11-N and F-11-S.

12 November, 1943

LUCE Docked Dry Dock #1.

PRES. MONROE Arrived Berth 21.

PT 259,260. Arrived Berth 2.
255,256

HALEAKALA Docked Dry Dock #1.

ALMANDITE Docked Dry Dock #1.

PT232 Completed and departed.

ZANE Arrived Berth 15.

ARD1 Arrived and docked Dry Dock #4.

YF253 Arrived and docked Dry Dock #4.

PC549 Arrived Berth 19.

13 November, 1943

OKLAHOMA (1) Divers completed cutting through inner bottom at Fr. 56 on C.L. from A-22 to A-98-F. Continued cutting framing for pump access. (2) Continued pumping as before, using the following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
2	2-2/12 hrs.	11	23-6/12 hrs.
3	5-9/12 "	15	2-2/12. "
4	4-1/12 "	16	23-6/12 "
8	17-10/12 "	20	23-10/12 "
10	8-11/12 "	22	24 hrs.

The foregoing is equivalent to about 9.2-10" pumps. (3) At 0800, mean draft was 42' 5" (Fore-42' 7", Aft-42' 3"); starboard list 0° 38'; water in main patch 33' 1" below outside level (max. for the day 34' 1"). (4) Submersible pumps were taking suction from A-14, A-89-V, A-95-F, C-99-F, D-20, D-36-C-PV, D-93-F, D-95-F, D-110. Installed fittings for application of compressed air to empty C-98-F. Wheeler systems removed water from D-63, #3 and #4 handling room group, and on 1st platform at Frs. 37-43. (5) Pacific Bridge Company divers continued search for leaks in all patches. All righting cables have been disconnected except #8, 9, 10 and 19.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Began construction of air control house for installation on service barge YC-479. (3) Pacific Bridge Company delivered blocks, conduit and miscellaneous equipment from OKLAHOMA; continued installing electrical equipment, backfilling on Ford Island; dredging between ship and shore; and removing fragments of ex-quays F-11-N and F-11-S.

ASH Completed and departed.

CAPACON Arrived Berth 12, departed.

YMS103 Arrived Berth 19.

SILVERSIDES Arrived and docked Dry Dock #2.

SEA DRAGON Arrived and docked Dry Dock #2.

TARPON Arrived and docked Dry Dock #2.

BOGGS Arrived Berth 3.

OVERTON Arrived GD#2.

PC478 Undocked Marine Railway #2, to Berth 14 - completion.

YR20 Undocked Marine Railway #2, completed and departed.

13 November, 1943

TITAN Completed and departed.

JUPITER Completed and departed.

YMS100 Arrived Berth 19.

YFD-2 Docked Dry Dock #4.

AZURLITE Docked Marine Railway #2.

SC993 Arrived Berth 12 1/2.

SC1272 Arrived Berth 12 1/2.

PC599 Arrived Berth 16.

CAPE FEAR Arrived Berth 10.

CAPE SAN MARTIN Arrived Berth 10.

YMS118 Arrived Berth 15 1/2.

IRVINE Arrived Berth 17.

14 November, 1943

OKLAHOMA (1) Divers completed cutting pump access hole through inner bottom at about Fr. 56, C.L., from A-22 to A-98-F. (2) Continued pumping, using following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
2	3 1/12 hr.	15	1-3/12 hr.
4	1 "	16	24 "
9	2-10/12 "	20	24 "
10	22-10/12 "	22	24 "
11	20-10/12 "		

The foregoing is equivalent to about 8.9 - 10" pumps.

(3) At 0800, mean draft was 41' 8 1/2"(Fore-40' 6"; Aft-42' 11"); starboard list 1 degree 25'; water in patch 32' 8" below outside level (max. for day 32' 10"); (4) Installed pump #21 on C/L at about Fr. 56 to take suction from A-98-F. Continued work to place it in operation. (5) Forward Wheeler system completed removal of water from A-12, A-11-S, A-12-S, A-31-P and A-32-MP. After Wheeler continued removing trapped water from #3 and #4 handling-rooms. (6) The conditions of and operations on compartments were as follows:

(a) Found under sea pressure - A-14 -PV and A-92-F.

(b) Found Empty - A-14-SV.

(c) Emptied by means of submersible pumps - A-12-S, A-14, A-16-P, A-22-S, A-24-S, A-89-V, D-20.

(d) Continued unwatering by submersible pumps: A-11-P, A-95-F (leakage); A-99-F; D-18-F, D-18-2-F; D-110(leakage).

(7) Pacific Bridge Company furnished crane service for installing #21 pump. Divers searched for leaks on port side.

UTAH (1) Maintained pressures in main and auxiliary air bubble sections. (2) Removed the bolted plates from the following fuel oil tanks: A-87-F, A-89-F, A-91-F, B-69-F, B-71-1-F, B-73-1-F, B-77-1-F, C-85-1-F, C-87-1-F, and C-89-1-F to gain access to install diagonal flat bar stiffeners on transverse floors. (3) On starboard outboard side, divers began installing plate links and pins in hitch pads; continued dredging between ship and shore; backfilling on Ford Island; and removal of F-11-N by exploding 150 lbs. of dynamite.

HALEAKALA Undocked Dry Dock #1, to Berth 6 for completion.

LUCE Undocked Dry Dock #1, to Berth 18 for completion.

ALMANDITE Undocked Dry Dock #1, to Berth 18 for completion.

NOA Completed and departed.

CAPERTON Arrived Berth 22.

14 November, 1943

LST213 Completed and departed.

SC1315 Undocked Marine Railway #1, redocked Marine Railway #1.

PC583 Undocked Marine Railway #1, to Berth 16 for completion.

ATR 44 Completed and departed.

IRVINE Completed and departed.

TYPHOON Arrived Berth 14.

PC549 Docked Marine Railway #1.

YT167 Hoisted on to YD25.

15 November, 1943

OKLAHOMA

(1) Continued pumping as before, using the following pumps:

<u>Pump #</u>	<u>Period</u>	<u>Pump #</u>	<u>Period</u>
2	7-5/12 hrs.	11	22-8/12 hrs.
4	0-4/12 "	15	1-9/12"
8	14-8/12 "	16	24 "
9	0-7/12 "	20	24 "
10	21-8/12 "	22	24 "

The foregoing is equivalent to about 9.5 - 10" pumps.

(2) At 0800, mean draft was 41 '8" (Fore-43' 98"; Aft-39' 9"); starboard list 0° 51'; and water in patch 32' 10" below outside level. (3) Forward Wheeler system continued removal of residual water from compartment near Fr. 48 on 2nd platform; and after Wheeler completed removals from compartments on port side at about Fr. 98.

Operations in tanks were as follows:

(a) Made air connections for blowing A-92-F; D-19, D-94-F, D-98-F.

(b) Continued removal of water with submersibles from A-11-P, A-94-F, A-99-F, 2 . D-18-2-F, D-93-F, D-96-F, D-95-F.

(c) Emptied by pumping - A-11-P, A-12-2, A-12-P, A-14, A-14-SV, D-18-F, D-36-C-PV.

(d) Found A-14-PV under sea pressure.

(4) Pump #8 replaced in operation. Pump #21 operated for test in new location at Fr. 56, C.L.

(5) Pacific Bridge suspended operations for the day (Sunday), except to furnish crane service.

UTAH

(1) Maintained pressures in main and auxiliary air bubble sections. (2) Removed the bolted plates from the following fuel oil tanks: A-91-F, B-73-1-F, B-77-1-F, B-81-1-F, to gain access to install diagonal flat bar stiffeners on transverse floors. (3) Divers caulked leaking cofferdam at Fr. 100 1/2, starboard and continued surveying and charting wreckage on starboard outboard side. (4) Pacific Bridge Co. suspended operations for the day (Sunday).

PRES. MONROE Completed and departed.

KEOSANQUA Docked Dry Dock #1.

BOGGS Docked Dry Dock #1.

YD82, YD80 Docked Dry Dock #1.

SC1272 Docked Dry Dock #1.

CAPE CONSTANTINE Completed and departed.

CAPE FEAR Completed and departed.

CAPE SAN MARTIN Completed and departed.

15 November, 1943

ZANE Completed and departed.

YO30 Arrived Berth 16.

PC1127 Completed and departed.

CROWNBLOCK Completed and departed.

MALANAO Arrived Berth 3.

LUCE Completed and departed.

15 November, 1943

The Commandant, with representatives of Cincpac holds a daily conference in regard to work being performed on vessels in the Navy Yard. The status of work during the period 8-14 November, 1943, is outlined as follows:

<u>ABBOTT</u>	Arrived - 23 October	Complete - 10 December
<u>DD629</u>	Dock - 23 "	(tentative)
	Redock - 16 November	Undock - 26 October
		"- 22 November

Prefabrication of the new bow (in three sections) is approximately 80% complete and will be sent to ship for installation during the coming week. Other hull work as follows: installation of 2 - 40 mm guns on superstructure deck 90% complete, modification of superstructure and bridge 60% ventilation in CIC 25%, Captain's cabin in bridge 40%. Reinforcing of fuel oil tanks 95%, installation of duplex proportioners 50%. Machinery work: anchor engine repairs complete and ready for reinstallation, No. 1 feed pump is being overhauled. Repair of leaks in expansion joint of distiller condenser underway. This entails retubing of condenser. Radar, radio and sound work proceeding according to schedule. Progress satisfactory,

<u>ALMANDITE</u>	Arrived - 10 November	Complete - 1 December
<u>PY24</u>	Dock - 12 "	Undock - 14 November

Available for conversion to a weather ship, dry docking and machinery repairs. SF and BK radars and NJ-7 echo sound equipment being installed. New liners and rings are being manufactured for the main engine. The 50 KW generator and switchboard is to be repaired. Progress satisfactory, for new completion date.

<u>ARD 1</u>	Arrived - 12 November	Complete - 30 November
<u>8996</u>	Dock - 12 "	Undock - Indefinite

Available for docking for ordnance check, miscellaneous hull and machinery work. Main pump engines are to be overhauled.

<u>ATR44</u>	Arrived - 19 October	Complete - 15 November
<u>8044</u>		

A satisfactory dock trial was held 12 November. All work completed. Ship to depart this date.

15 November, 1943

AZURLITE Arrived - 22 October Complete - 10 December
PY22 Dock - 13 November (tentative)
Undock - 15 November

Main engine overhaul proceeding satisfactorily. The new cylinder block (replacing a cracked block) has been machined and is being installed. Overhaul of auxiliary engines has been approved and dis-assembly is now underway. Hull work as follows: test, repair and cement wash of fresh water tanks 50% complete, repair of galley range 100%. During docking period rudder post will be repacked. SL and BK radars are being installed. Progress satisfactory.

BEAUMONT Arrived - 6 November Complete - 16 November
PG6O

Renewing insert in lower end of #3 cylinder block port main engine to eliminate water leak into crank case. Progress satisfactory. Check and repair of SA radar coaxial line completed. No hull work underway.

BLACK HAWK Arrived - 11 November Complete – Indefinite
AD9

Work underway as follows: new main condenser head (head and water box being cast), repair of refrigerator control, fuel oil service pump, new seats and discs in main steam and auxiliary steam main stops, new fresh water manifold, forced draft blower removed to shop for overhaul. Installation additional generator condenser will be the controlling job.

BOGGS Arrived - 13 November Complete - Indefinite
DMS3 Dock - 13 " Undock - "

Available for realignment of port shaft, other miscellaneous machinery and hull jobs to be accomplished.

BUTTERNUT Arrived - 11 November Complete - 30 November
YN4

Main generator armature is being removed to electric shop for overhaul, other work as follows: overhaul of main engine salt and fresh water pumps, repairs to one tank and boiler, repair of W.T. hatch.

15 November, 1943

CAPE CONSTANTINE Arrived - 10 November Complete - 15 November
WSA

Installation of boat stowage 100% complete.
Portable wash rooms, latrines, and accommodation ladders are installed. Ship departing this date.

CAPE FEAR Arrived - 13 November Complete - 14 November
WSA

One hundred crews' berths installed in #4 tween deck, one washroom and one latrine installed. Ship departs this date.

CAPE SAN MARTIN Arrived - 13 November - Complete - 14 November
WSA

Accommodation ladders Installed to troop quarters.
One wash room and one latrine were installed.

CAPERTON Arrived - 14 November Complete - 17 November
DD650

Available for repairs to SC radar.

CROWNBLOCK Arrived - 4 November Complete - 14 November
YO48

All work completed. Ship departing this date.

DOLPHIN Arrived - 28 August Complete - 30 December
SS169 Dock - 18 September Undock - 9 October

Status of major hull jobs as follows: installation of "T" shaped gaskets in master vent valves 100%, overhaul and test of torpedo flasks and system 100%, overhaul of steering and diving gear 70%, installation of new hydraulic plant and modified automatic by-pass valve 40%, overhaul of turbo-blowers 100%, overhaul of trim pump 100%, replacement of corroded sections of superstructure 99%, realignment of #2 periscope 90%, renewal of ballast tank vent risers 95%, test and repair of 200#, 600# and 3000# systems 100%, cutting down of conning tower fairwater and installation of 20 mm gun 90%. Machinery work: all starboard main and auxiliary engine pistons are installed in ship. Port main engine pistons are assembled, tested and completed and are ready for installation. The new section of the port engine bed plate is on the boring mill having bolt holes drilled and tapped. The inspection holes are to be machined, drilled and tapped for the cover plates. Starboard main engine clutch is now being installed aboard ship. Cones and spider for the port main engine clutch are being balanced. Progress satisfactory.

15 November, 1943

FINBACK Arrived 13 September Complete - 28 November
SS230 Dock- 13 October Undock - 1 "

Status of major jobs as follows: ballistic splinter protection 95% complete, installation of "T" gaskets in MBT vent valves 100%, overhaul of #1 and #2 H.P. air compressors 100%, shock mounting of trim and drain pumps 100%, overhaul of bow and stern plane rigging and tilting systems 85%, check of periscope and alignment and overhaul of hoist 90%, manufacture and installation of hydraulic pump piping and fittings 80%, conversion of MB tanks 4A and 4B into fuel ballast tanks 95%, rearrangement of ward room 85%, conversion of #1 lube oil tank into #1 sanitary tank 100%. Machinery work: degaussing equipment being removed, interference being installed #1 main motor. Auxiliaries in #1 and #2 engine rooms being tested. Dock trial to be held 19 November. Completion date may be advanced by several days pending successful completion of ordnance work.

HALEAKALA Arrived - 9 November Complete - 14 November
USAIT Dock- 12 " Undock - 14 "

The ice machine compressor unit has been replaced. Ship docked for repacking of stern tube. No major hull work undertaken. Ship departs this date.

HYDROGRAPHER Arrived - 11 November Complete - 18 November
AGS2

BK radar being installed. WA-2 sound gear is being checked for faulty operation. Radio converter being connected. Minor hull and machinery work underway. Progress satisfactory.

KAULA Arrived - 2 November Complete - 22 December
AG33 (tentative)

The cylinder heads, pistons, connecting rods, cylinder liners and crank pin bearings have been removed from the port and starboard engines. Cylinder liners are now being machined. Cylinder heads and pistons are being checked and will be sent to machine shop as required for machining. All crank pin bearings have been checked and found satisfactory. New shims are to be manufactured for crank pin bearings, all main bearings for both engines have been checked for fit and clearance and found satisfactory.

15 November, 1943

KAULA Bottom halves are being rolled out for inspection.
Cont'd Thrust shoes for the starboard engine were found to be badly scored and were sent to machine shop for rebabbiting and machining. The port and starboard intermediate shafts and their respective spring bearings were sent to machine shop for checking, machining and refitting. Flushing pump is to be removed from ship and sent to machine shop for renewing of casing (from cast iron to bronze). Repair of the cracked cylinder blocks of the main engines is not yet underway. Hull work as follows: skylight over engine room 85%, installation of cold storage space 10%, installation of paint storage space 10%. Progress satisfactory.

KEOSANQUA Arrived - 22 October Complete - 16 December
AT38 Dock - 15 November Undock - Indefinite

Overhaul of main engines and all auxiliaries proceeding satisfactorily. Both boilers are being rebricked. NJ-6 sounding equipment will be installed during docking period. Completion date may be anticipated.

LUCE Arrived - 11 November Complete - 14 November
DD522 Dock - 12 " Undock - 14"

Ship docked for repairs to sound dome, but found beyond repairs, and was replaced by a new sound dome. SG radar modified, and SC-2 antenna and coaxial line repaired. Ship departing this date.

OVERTON Arrived - 13 November Complete - Indefinite
APD23

Arrived for minor hull and machinery repairs.

PC478 Arrived - 9 November Complete - 18 November
Dock - 9 " Undock - 13 "

Available for docking NJ-3 sounding equipment repaired. Reinforcing doubler plates installed. Two superchargers are being cleaned and fire and bilge pump being relocated. Progress satisfactory.

PC548 Arrived - 8 November Complete - 17 November
6048 Dock - 8 " Undock - 11 "

Special docking for repairs to underwater hull. Two main engine mufflers being installed. Fuel oil Compartment C-302 has been cleaned and tested. 16" chocks being closed. Progress satisfactory.

15 November, 1943

PC549 Arrived - 12 November Complete - 23 November
6049 Dock- 14 " Undock - Indefinite

Available for interim docking, and other repairs.
Four super-chargers are to be overhauled, main
engine mufflers to be repaired or renewed as
necessary.

PC583 Arrived - 9 November Complete - 21 November
6083 Dock- 11 " Undock - 14 "

Available for docking for removing of underwater
sound dome and other repairs. Hull was strengthened
in vicinity of propellers and bow plating repaired.
Rudder post packing was renewed and rudder repaired.
Super-chargers are being overhauled.

PC599 Arrived - 13 November Complete – Indefinite
6099

Arrived for repairs.

PRES. MONROE Arrived - 12 November Complete - 14 November
WSA

Ship was available for repairs to evaporators and
water end of (3) pumps. Work completed and ship
departed this date.

PT255 Arrived - 12 November Complete – Indefinite

Available for repairs and alterations.

PT256 Arrived- 12 November Complete – Indefinite

Available for repairs and alterations.

PT259 Arrived - 12 November Complete - Indefinite

Available for repairs and alterations.

PT260 Arrived - 12 November Complete – Indefinite

Available for repairs and alterations.

RHODOLITE Arrived - 1 November Complete - 26 November
PYc19 Dock- 4 " Undock - 7 "

Rudder repairs accomplished during docking period. SF and BK radar installation underway. Steering engine has been overhauled in machine shop. Alignment of shafting and renewal of bearings in shafting from pilot house to steering engine has been checked.

15 November, 1943

RHODOLITE Steering engine is now being reinstalled in ship.
cont'd Anchor windlass motor and gyro MG set were overhauled in shop.

SC520 Arrived - 16 October Complete - 20 November
6020 Dock- 19 " Undock - 28 October

Main engines have been reinstalled in ship and are being realigned. Preliminary wiring for SF and BN radars is being installed. Two depth charge tracks have been removed and (10) type C depth charge tracks installed. Progress satisfactory.

SC993 Arrived - 13 November Complete - 21 November
6493

Available for repairs and alterations.

SC1272 Arrived - 13 November Complete - 21 November

Available for repairs and alterations.

SCI315 Arrived 11 November Complete - 21 November
Dock- 11 " Undock- Indefinite

Available for routine docking and repairs.

SOHLEY Arrived - 16 October Complete - 18 December
APD14 (tentative)

Port bull gear and bearings also all four pinion gears and bearings for same have been sent back to ship after completion of work. Fitting and alignment of port reduction gear is now underway. The starboard bull gear is in machine shop, all bearings for this gear have been rough bored and are awaiting finish journal sizes. The starboard L.P. and I.P. turbine rotors and bearings are completed. Port L.P. and I.P. turbine rotors are also complete and awaiting installation. Work on diaphragm and gland seal packing for the port L.P. and I.P. turbines is complete. Work continuing on the diaphragms gland seal packing, oil seals and deflectors on the starboard L.P., I.P. and H.P. turbines. Machine work on thrust shoes for all turbines and reduction gear is proceeding. Checking and machining of the starboard H.P. turbine rotor has been completed and is being prepared for balancing. Bearings for this rotor are completed. The Westinghouse locomotive type service air compressor has been completely overhauled and reinstalled aboard ship, awaiting test. No major hull jobs underway.

15 November, 1943

SEA DRAGON Arrived- 13 November Complete - 18 November
SS194 Dock 13 " Undock - 18 "

The Submarine Base force is accomplishing work on this submarine while in dry dock.

SILVERSIDES Arrived - 13 November Complete - 18 November
SS236 Dock - 13" Undock - 18 "

The Submarine Base force is accomplishing all work except installation of doubler plates. This job underway.

TARPON Arrived - 13 November Complete-18 November
SS175 Dock - 13 " Undock -18 "

All work being accomplished by Submarine Base force.

TYPHOON Arrived - 14 November Complete - 18 November
WSA

Available for alterations and repairs.

WAMPATUCK

YT337 Arrived - 10 March Complete – Indefinite
Dock - 15 June Undock - 17 June
Redock- 18 September " - 9 October

All hull work proceeding satisfactorily. Pearl Harbor Ship Repair Unit accomplishing main engine repairs.

YFD2 Arrived - 13 November Complete - Indefinite
Dock- 13 " Undock- "

Docking for inspection of underwater body.

YMS100 Arrived - 13 November Complete - Indefinite
16100

Available for docking and repairs. Starboard propeller to be checked for damage and alignment checked when ship docks.

YMS103 Arrived - 13 November Complete - 15 November

Available for repairs and alterations.

YMS118 Arrived - 13 November Complete - 17 November

Available for repairs and alterations.